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This Month in



Special Articles

Our Inland Waterways	16
New Jersey and Florida Canals	18
Great Lakes Shipping Altered by War	20
Heavy Cargo Now Being Shipped by Water	22
Modern Towboats	24
Inland Waterways Foil U-Boats	26
Wartime Fire Safety for Piers	28
Looking Ahead in Shipping	30
Transformation of a Port	31
Air Cargo and the Export Trade	36
How War Is Changing Marine Handling	46

o o o

Regular Features

Editorials	13
General News	14
Motor Cargo	32
Air Cargo	40
Waterways and Terminals	41
Washington News	43
Cold Storage	45
People	49
Legal News	50
Shippers' Supplies and Equipment	55
Index to General Advertisers by Classification	55
Shippers' Service Section	63

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F I E L D S S E R V E D B Y DW

The publication in which shipper, carrier, equipment manufacturer and warehouseman meet on common ground, with a single purpose in mind . . .

. . . The efficiency of distributing raw materials and finished products, respectively from points of origin and fabrication to ultimate destinations.

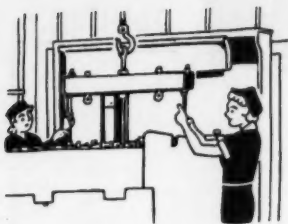
SHIPPING by Air, Highway, Rail and Water, of raw materials and finished products, the efficient and economical transportation of which is as important as efficiency and economy in manufacturing, advertising and selling.

HANDLING of materials, supplies, finished products and packages; for economy in manufacturing, transportation, storage and distribution. These costs largely determine profits.

WAREHOUSING of raw materials and finished products, as collateral for loans; to await the buying season; for the economy of bulk as against LCL shipments; to have spot stocks immediately available at all markets, and as an aid in developing new markets.

DISTRIBUTION from points of origin of raw materials to points of fabrication, thence to points of consumption, be they sectional, national or international.





Girls Can Do It. Can women operate battery industrial trucks? Can they charge and exchange the batteries? Do they make good operators? The February issue of Storage Battery Power contains an article describing the experience of one plant with women truck operators. If you have not received a copy, ask for one.

24 Truck Hours Daily.

Using three 8-hour batteries or, preferably two 12-hour batteries and exchanging them at corresponding intervals gives you a truck that will operate 24-hours a day with no truck time out for charging or watering of batteries. That's done while the batteries are out of the truck. And alkaline batteries are easy to exchange because of their light weight.



Road-Time. Railroads have no more freight cars in number than during the last war, but are getting double the use out of them. *Quicker loading and unloading and fuller loads* thanks to lift and fork trucks which permit pallet and skid shipping are part of the reason. More freight cars would be on the road more time if identical pallet and skid systems were in use. Consignor and consignee can get together to standardize shipping procedure—save money for themselves—and help the war effort.

Edison Storage Battery Division
Thomas A. Edison, Inc.
WEST ORANGE, N. J.

4—D and W, April, 1943

POWER TO CARRY ON



"It's the power unit best suited to the war production job." Here you have the answer to the preference for material handling trucks equipped with alkaline batteries. First, *fewer* trucks can do *more* work where storage batteries provide the motive power. There's no time off duty for repairs, "spare" trucks don't have to be on hand for emergencies and each truck can operate 24 hours out of 24. Second, you can use a battery truck *anywhere*—in freight cars, elevators—it can

even be made explosion-proof.

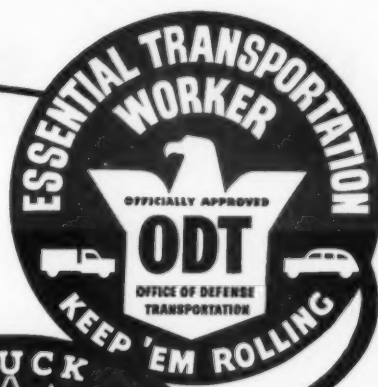
And, the advantages of alkaline batteries in such trucks are quite clear. They can be charged in 6 to 7 hours and require no periodic equalizing charges, thus permitting maximum use of charging circuits. Where d-c shop lines are available they can be charged direct from the lines by the use of control panels only. But most important of all, alkaline batteries are dependable—they are not subject to unexpected sudden failure.

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Edison Alkaline BATTERIES

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*Keeps America's
Trucks at Work*



"MASTER SERGEANTS" on the automotive front—the motor truck servicemen of America. They are the ODT'S indispensable soldiers in the fight to keep trucks operating at capacity and with minimum overhaul and repair. They are doing a great job of helping owners and users get *extra miles* from every surviving truck.

At International branches and at dealers' service shops from coast to coast, you'll find these *essential* servicemen on the job. They wear the ODT badge as visible evidence of their pledge to conserve trucks and tires, gasoline and oil, and vital replacement parts.

They are skilled workmen, they are specialists in every phase of truck service.

They are swamped with work. If service work takes longer now, it is because there are fewer men to handle the increased load. But of this you can be sure—the trucks will keep rolling. International's servicemen on the home front, with the red, white, and blue "Essential Transportation Worker" button on their coverall lapels, will do their part!

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180 North Michigan Avenue Chicago, Illinois



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inland-waterway docks, railroad and lighterage service. Here are live steam for manufacturing, the finest of loading and storage equipment, 100% sprinkler protection, low-cost insurance, one of the world's outstanding fumigation plants, and a host of other facilities.

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(Operated by Lincoln Tidewater Terminals)

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(Port of New York)

Our exceptional accommodations for low-cost and speedy handling, shipping, and storage; our specially trained personnel; and our magnificent industrial record for service—are temporarily unavailable to customers. For all our facilities, all our space, all our management and all our employees are concentrated chiefly on war work.

We realize that victory comes first, and that storage, warehousing and deep sea equipment are one of the nation's biggest and most over-burdened problems. We are glad to report that we are handling the largest volume in our career with the greatest efficiency in our history.

It is our sincere hope that our exceptional facilities and our even greater efficiency will soon again be available to the friends and clients whose business has made us so useful to the nation.

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A.D.T. AUTOMATIC PROTECTION **helps to MEET THE MANPOWER PROBLEM**

*...has enabled many concerns to release
personnel from guard duty to productive work*

Every able-bodied man assigned to guard or watchman duty is one more man removed from productive work. To help solve increasingly acute manpower problems, increase the extent and efficiency of protection and effect operating economies, many firms have adopted A.D.T. Electric Protection Services—the modern, automatic safeguard against the hazards of fire, intrusion, sabotage, burglary, and the production stoppages and other devastating results of such casualties.

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We shall be glad to make a survey of your

particular protection problems, without cost or obligation. ★ ★ ★

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Sprinkler Supervisory and Waterflow Alarm: Automatically detects and reports trouble conditions, whether caused by accident or sabotage, that might impair the sprinkler's effectiveness. Automatically summons fire department the instant a sprinkler head opens, or in case of a dangerous leak.

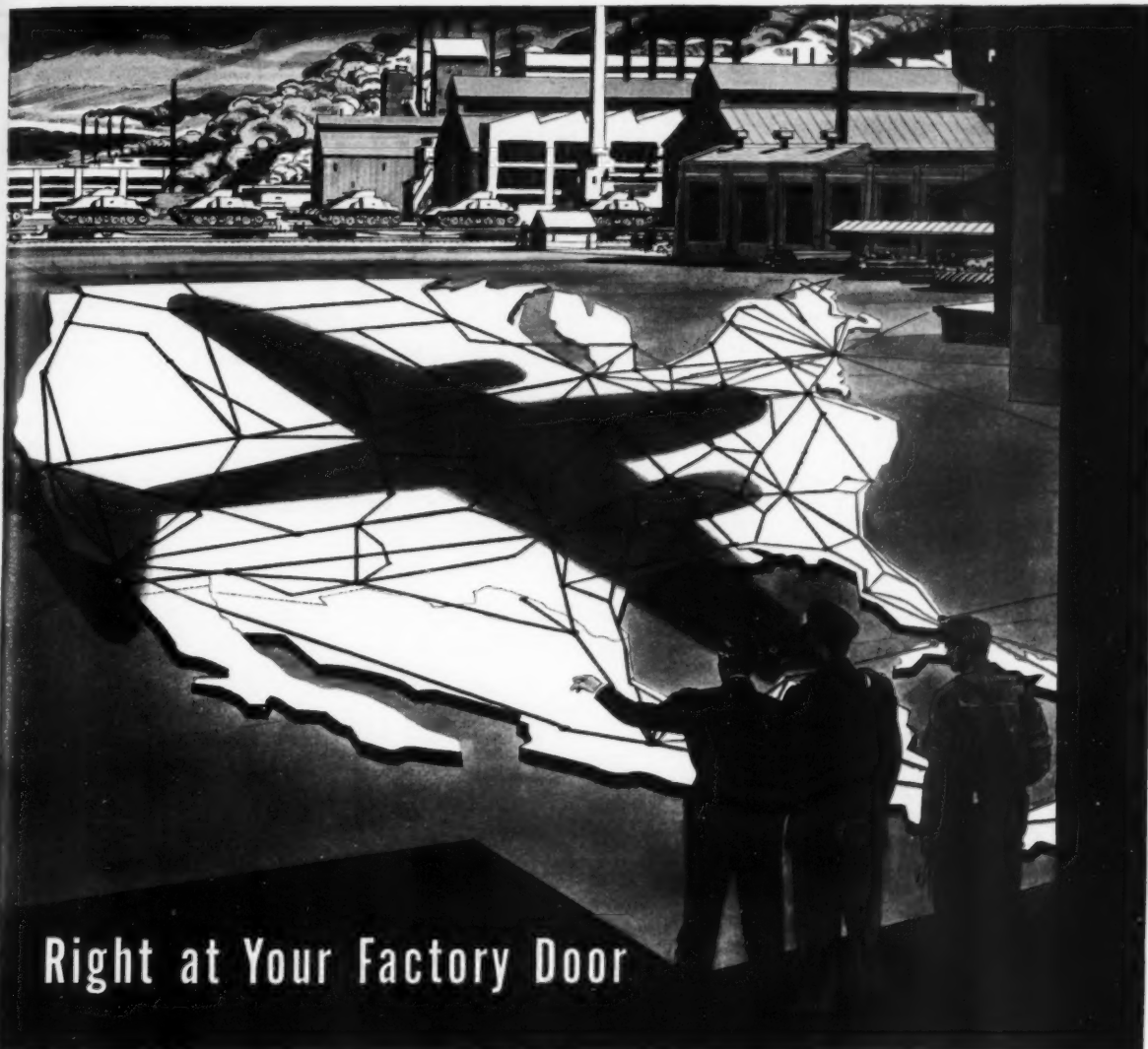
For further information on these and other A.D.T. Protection Services, write to A.D.T. Executive Offices, 155 Sixth Avenue, New York.

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Controlled Companies of **AMERICAN DISTRICT TELEGRAPH CO.** 155 Sixth Ave., New York
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Electric Protection Services
AGAINST FIRE • BURGLARY • HOLDUP
A NATION-WIDE ORGANIZATION



Right at Your Factory Door

WHEN the Japs struck at Pearl Harbor, the Air Express system of the United States was by far the greatest in the world.

Built during years of peace, it required no conversion for war. It was *ready to go!* Now, as then, Air Express provides industry with a vast network of skyways over which to move critical material at a speed of three miles a minute.

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having the entire nation right at his factory door—no supplier or sub-contractor can be far away with this fastest form of delivery.

It serves every U. S. industrial town and city, and more than 60 foreign countries—either direct or by rapid Air-Rail connections, with schedules that are figured in hours instead of days and weeks.

It gains millions of work-hours for thousands of war plants, with vital shipments

that prevent production tie-ups, break industrial bottlenecks and keep men on the job.

TODAY, Air Express also works hand in hand with the Army and Navy Air Transport services, to supply our fighting fronts throughout the world.

TOMORROW, Air Express will girdle the globe in friendly commerce, and will bring *all* foreign markets to the doorstep of American business.

AIR EXPRESS SPEEDS WAR PRODUCTION

SHIP EARLY — as soon as shipment is ready — to assure *fastest* delivery. **PACK COMPACTLY** — to conserve valuable space. **ASK** for our "War-time Wall Chart"—an illustrated guide for simplified preparation of Air Express shipments.



Phone RAILWAY EXPRESS AGENCY, AIR EXPRESS DIVISION • Representing the AIRLINES of the United States

D and W, April, 1943—9

Victory First

Until VICTORY is assured, Uncle Sam has first call on the services of every American. Buffalo Merchandise Warehouses, Inc., are devoting available facilities to war purposes. We have "gone to war".

Yet, we are frequently able to serve commercial customers and we make every effort to maintain service to our clients.

2 Waterfront Terminals

Where Rail, Lake and Canal traffic converge.
1500 Feet of Dockage at your service.

5 Inland Warehouses

350,000 Sq. Ft. of heated space for storage or manufacturing. Furnished Offices available.



Buffalo is one of the vital distribution points of the nation. Today it is more important than ever in its history. It will continue to grow as a vital point in the industrial and commercial life of America, when peace comes and we enter a new era of distribution. Buffalo Merchandise Warehouses, Inc., with their 1,000,000 square feet of space make an organization for you to tie in with NOW for future efficient, economical shipping.

Served by the Erie, N.Y.C., and Buffalo Creek Railroads; G.L.T. Steamers and New York State Barge Canal Lines. Complete Stevedore Services. Pool Car Distribution.

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WEST MICHIGAN DOCK & MARKET CORP.
"The Mart" Muskegon, Mich.

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CROOKS TERMINAL WAREHOUSES, INC.
1104 Union Ave. Kansas City, Mo.

EDGAR'S SUGAR HOUSE, INC.
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Waterfront terminals with ample dockage, modern handling equipment and competent stevedoring personnel enable these warehouses to guarantee unequalled service on waterborne traffic. In addition, both waterfront properties and inland warehouses operated by these companies have large capacity private switch tracks and truck platforms for the expeditious handling of cargo moving by rail or truck.

These inland warehouses are representative of the best in their localities — all are splendidly equipped to meet your warehousing and distribution needs. Private switch tracks of large capacity together with ample truck facilities insure prompt and efficient handling of your shipments.

We invite your inquiries regarding — **WAREHOUSING — DISTRIBUTION — COOLER ROOM STORAGE — U. S. CUSTOMS AND STATE BONDED SPACE — COLD STORAGE** (Available at Los Angeles, Calif., and Muskegon, Mich., only.)

Secure **ECONOMY** and **EFFICIENCY** thru

INTERLAKE TERMINALS

THE NATIONAL TERMINALS CORPORATION



OPERATORS OF
DOCKS AND WAREHOUSES
WHERE RAIL, TRUCK AND WATER MEET—

These are times that demand the most modern cost-saving handling equipment and other facilities for package or bulk freight.

We are fortunate to be able to offer the complete and efficient facilities so necessary for the movement of important cargoes. Our clients, too, appreciate having such facilities as those of The National Terminals Corporation available at the important Great Lakes port of Cleveland.

Dock Warehouse located on the Cuyahoga River with B&O Railroad Track facilities.

Overlakes Terminal Warehouse located on Lake Erie at East 54th St.

The finest storage facilities are available at either of these docks.



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1200 WEST NINTH STREET

CLEVELAND, OHIO

Editorials . . .

Inland Waterways

WE have been told too often that "America has the greatest potential inland and intracoastal waterway system in the world." Accustomed to the familiar ring of the first four words and heedless of the rest, most of us take for granted that our inland waterway system is a great national accomplishment. It is not. It is so in part only. "The greatest inland and intracoastal waterway system in the world" is still merely potential.

The reasons, of course, are numerous. Many are ramified and highly controversial. There is no need to review them here. As everybody knows, the history of American transportation, during the last century, is a record of ruthless competition and reckless exploitation. It is a record of magnificent accomplishment and appalling waste. The inland waterways, in particular, suffered materially during that period. Moreover, they were in turn neglected by Congress and grossly manipulated for purposes of political patronage. We cannot afford to let those things happen again.

Without our inland waterways the movement of the present enormous tonnage of war-time freight would be utterly impossible. The combined and coordinated facilities of rail and motor carriers would be entirely insufficient to meet current emergency demands. Even under normal conditions, without low transportation costs, made possible by interchange of freight at water-rail terminals, a substantial tonnage would never reach the railroads. It will be a costly mistake economically, and with respect to national defense, if we ever allow ourselves to forget these facts in the future.

In the meantime, there is a war to be won. Everything practicable that can be done to improve and extend our inland waterways, to facilitate interchange of water and rail traffic, and to expedite shipping generally should and must be done, regardless of cost or anything else. Public interest and national security demand it.

. . .

Ship Legislation

RECENTLY, the Mississippi Valley Assn., always a strong advocate of an American merchant marine, directed attention to efforts being made to have Congress alter provisions of the 1936 Merchant Marine Act. The object of these efforts is to have tax

exemption of the funds of ship operators, now under control of the Maritime Commission, suspended retroactively. Under the Act of 1936, these funds must be preserved for new ship construction and to enable continued operations in times of depression.

"Such action," the Mississippi Valley Assn. points out, "would seriously reduce funds which will be needed for necessary after-the-war rehabilitation of our merchant marine. The enactment of such legislation would disturb the faith of investors and operators in the dependability of contracts entered into under legislative authority and would have an adverse effect on the merchant marine program."

We endorse that opinion without reservation. Shippers and all others likely to be affected, either directly or indirectly, by the enactment of legislation so manifestly detrimental to American shipping interests would be wise to take precautionary action in time.

. . .

Unimportant?

THE Government recently needed special metal containers for shipping important chemicals. The firm given the contract failed to meet its delivery date. The secretary of the firm's president was responsible. She thought she was doing her duty by shielding her employer from naval officers checking on the progress of the work. She told them "little white lies" to pacify them. She considered the contract comparatively unimportant. When the convoy sailed the chemicals had to be shipped in wooden containers. The ship carrying them went down with all hands, presumably because the chemicals should have been packed in metal.

The misplaced zeal of that girl is a tragic example of lack of imagination. Her conception of value was determined by quantity. An important job to her meant a big job, one involving quantities of things—materials, labor, dollars. Imagination would have enabled her to perceive other values.

Today, the importance of things cannot be measured by any fixed standards. Work has to be done without knowing its specific or relative importance to the war effort. It would have been better probably if the girl had known the purpose of the containers. But the Government can't take people aside and explain those things. There's too much involved. Secrecy is vital for the safety of convoys and the success of military operations. There is no alternative. Consequently, unstinted cooperation by every one of us is absolutely indispensable for victory. It is the least we can do.

General News . . .

Motor Carriers Seeking Permits To Operate Own Air Cargo Planes

Air-minded executives of several well known truck and transfer companies have filed applications with the Civil Aeronautics Board for permits to transport by air general commodities including household goods.

Among the companies known to have filed are: Denver—Chicago Trucking Co., W. J. Dilner Transfer Co., Pittsburgh, Pa., Brady Transfer & Storage Co., Ft. Dodge, Ia., and the Shawmut Air Freight & Transport Co., Boston, Mass.

Shawmut has applied for permission to operate to England, to Canada and to all principal airports in Eastern United States.

Brady has applied to fly freight over established routes between New York, Newark, Philadelphia, Boston and Washington and between Chicago, St. Paul, St. Louis, Kansas City, Omaha, Sioux Falls, Des Moines, Waterloo and Ft. Dodge.

Dillner desires to conduct transportation between airports "at or near places in Pennsylvania, on the one hand, and all airports in the several states, Alaska and the District of Columbia, on the other hand, in irregular route, call and demand service." It lists 33 towns in Pennsylvania it desires to serve.

(Continued on page 106)

Freight Bills . . .

Numerous complaints about faulty freight bills have impelled the Interstate Commerce Commission to re-issue detailed instructions. Every freight bill it states must give the following information:

1. Point of origin.
2. Point of destination.
3. The date of shipment.
4. Proper description of commodities or articles.
5. The weight of commodities or articles.
6. The route of movement indicating each carrier participating in the haul and the transfer points through which the shipment moved.
7. The rate or rates applicable to the service rendered, including advance charges.
8. A statement of the nature and the amount of any charges for special service such as storage, etc., and the points at which such special service was rendered.

Appeal to Shippers

In an effort to speed up movement of war materials and to use more fully existing freight-car capacity, ODT has appealed to shippers to remove dunnage, nails, strapping, and other debris from cars to permit immediate reloading so that cars will not have to be side-tracked for cleaning by railroad forces.

A recent survey made by some of the larger carriers indicates, it is said, that for an individual carrier as many as 20,000 cars are handled over the cleaning tracks in one month.

The practice of leaving cars unfit for loading, ODT officials state, is inconsistent with efforts to conserve equipment, since it takes three to five days for a car to be switched from industry to cleaning track and then reswitched to another industry for loading. Additional locomotive power is also required.

BEW Forbids Split Freight

A new ruling of the Board of Economic Warfare forbids splitting single shipments into multiple units of less than a long ton each. By splitting shipments, it is said, shippers have been able to ship without filing applications for freight space with the government agency.

Two reasons dictated the new BEW order a spokesman stated.

"1. Shippers were splitting bulk shipments into several lots of less than a ton so as to be able to book space direct with steamship companies and these goods were piling up on piers.

"2. BEW had insufficient check on consignees through the loopholes possible and hence sought to make it mandatory that BEW No. 138 be filled for each less-than-a-ton shipment more than one exported by a shipper to a single port on a single vessel."

Denies Coast Bottleneck

SAN FRANCISCO—Port Commissioner Joseph Marias has vigorously denied published claims by spokesmen for the local Chamber of Commerce that this port is providing transportation with a "bottleneck." The Commissioner directs attention to the last survey of the waterfront which showed that commercial carriers here discharged freight with an average turn-around of two and one-half days. The report covers the month of December. Conditions have improved since then, the Commissioner states.

While denying published reports of truck and freight car pile-ups, the Commissioner admits some

(Continued on page 106)

To Use Box Cars For Gas and Oil

The first 50 "flexitank" cars for carrying liquid cargoes such as petroleum products are being equipped at Aurora, Ill., by Mark J. Fields, a Chicagoan, who sees in his invention a solution to the tank car shortage.

Mr. Field's invention, which was demonstrated in the Santa Fe Railway's yards in Chicago recently to the satisfaction of railroad men and government officials, consists in converting an ordinary box car to carry liquid cargoes.

The box car is changed to a tank car by dividing the interior into four compartments by means of wooden bulkheads. In each compartment, a canvas container, treated with Faraprene, a rubber synthetic, is suspended by means of a series of pulleys and ropes.

Each of the canvas tanks has a capacity of more than 3000 gal. of liquid or a total of 14,000 gal. for the four containers. This is greater than the capacity of a regular tank car, railroad men say.

"If these cars prove successful, as it is expected they will," Mr. Fields declared, "we will convert as many cars as the railroads can handle in delivering petroleum to eastern destinations."

The inventor is using box cars of a 50-ton capacity, which are being drawn from a pool provided by various railroads.

SELECTED AND CONDENSED

for busy industrial executives interested in shipping, handling, warehousing and distribution

Shippers Fear Fuel Shortages

BOSTON—"Only prompt release of open-top equipment here and elsewhere will provide car supply at the coal mines," H. M. Waybright, chairman, Car Efficiency Committee, told 500 shippers March 18 at the annual meeting of the New England Shippers Advisory Board. The fuel situation is causing many New England firms apprehension.

"We know it is of no avail to run 60-car trains 45 miles an hour if those cars are not unloaded the same day and rushed back to shipping points," Mr. Waybright stated. More and more receivers are unloading freight on Saturdays, Sundays and holidays, he said. Car Efficiency Committees will continue their activities in 75 New England cities and towns as the heavy loading campaign has borne excellent results.

Richard L. Bowditch, director, New England States Fuel Committee, discussing the outlook, stressed that New England will need 35,000,000 tons of coal next winter, against 23,000,000 tons consumed in 1940, "and unless we get coal steamers back more quickly, there is doubt whether we can obtain a sufficient supply of coal."

(Continued on page 106)

Holding Shipments . . .

The time during which a common motor carrier in over-the-road service may hold a shipment for hauling does not start until the shipment is in the carrier's possession and proper shipping instructions have been received from the shipper, J. G. Scott, general counsel of ODT has ruled.

Under General Order ODT No. 3, Revised, no common motor carrier may hold an over-the-road shipment for more than 36 hours at any one station or more than 48 hours at two or more stations, if the shipment could be handled by another common carrier within those periods.

Mr. Scott ruled that the time the shipment may be held is determined solely by the time the shipment, together with the shipping instructions, has been received by the carrier at one of his regular stations.

News Briefs . . .

LUMBER: Lumber requirements for new construction in United States this year will total about 11,000,000 bd. ft., WPB estimates.

CAUSTIC SODA: Date set for control of shipments of caustic soda by tank car and tank truck, under General Transportation Order No. T-1, has been extended from April 1 to May 1.

EMBARGO NOTICES: Motor carriers must give public notices of embargoes, ICC has ruled. Order is effective April 15. Order stipulates any curtailment of service requires written notice to Bureau of Motor Carriers at Washington.

TRUCKING: Carriers who refuse to handle loads because of disagreement over compensation should not be given clearance statements by ODT joint information offices, the war agency has ruled. A carrier who refuses a load offered through such an office and then sends his truck out empty or partially laden is violating ODT's General Order No. 13.

SAE Announces Meeting Schedule

Engineering problems and requirements of the armed forces will be given first consideration this year on national and sectional programs of the Society of Automotive Engineers, according to John A. C. Warner, secretary and general manager. Military engineering officers will address many of the sessions, and subjects discussed at the meetings will be related to the SAE war engineering program now being carried on in the form of an engineering advisory and research service for government and military agencies.

The program of meetings just announced is as follows: National Aeronautic Meeting, April 8 and 9, Hotel New Yorker, New York. National Transportation and Maintenance Meeting, May 5 and 6, Hotel Pennsylvania, New York. Diesel Engine, Fuels and Lubricants Meeting, June 2 and 3, Carter Hotel, Cleveland. War

(Continued on page 106)

PREDICTS NEW TRAVEL CURBS —EQUIPMENT PROBLEM ACUTE

PITTSBURGH—Joseph B. Eastman, director, ODT, warned 700 industrial executives from five States at the Allegheny Regional Advisory Board conference here, March 17, that the country faced a critical transportation problem, and that curtailment of civilian traveling might become necessary.

"I think it will be a long war and there is much danger ahead for transportation," he said. "There is much danger of complacency in relying on statistics that may be misleading."

Mr. Eastman declared that troop movements were bound to increase during the year, and said they were already absorbing half of the Pullman car service. He said that rationing and priorities might be resorted to if the situation, now serious, reached a point where unnecessary travel forced necessary travel from the rails.

Referring to the motor transport problem, Mr. Eastman said the supply of trucks was diminishing and truck operators were

faced not only with a shortage of rubber, but of manpower and parts as well.

Warren C. Kendall, chairman, car service division, Assn. of American Railroads, told the shippers that only "herculean efforts" would prevent an acute shortage of railroad freight cars in this vital war industrial area. Particularly, he said, open-top railroad cars which haul raw materials for the district industries are a problem.

The regional advisory board predicted that carload commodity shipments during the second quarter of 1943 would decline about 2.3 per cent, largely because of heavier loadings of cars. The board forecast a total of 1,122,769 carloads during the next quarter, as compared with 1,149,700 actual carloads in the same period of 1942.

Edwin C. Jepson, general traffic manager, Wheeling Steel Corp., Wheeling, W. Va., was elected chairman of the advisory board. —Lefingwell.

Our Inland Waterways . . .

By S. WILLSON RICHARDS
Editor, *Marine News*

War emergency re-emphasizes military and economic importance of vast network of connecting waterways

STRIKING events are making manifest the real value of the inland waterways. Now, owing to their safety and to the burden on the railroads, their worth to the nation is incalculable.

The public knows practically nothing about one of the nation's greatest assets, the Federal waterway system.

Now, with the fate of the democratic world depending so much upon America for supplies, equipment, and military and naval aid, how futile the situation would be but for these waterways.

Every shipyard in America is located on a waterway improved by the Federal Government.

Without improved harbors, improved channels from the sea and lakes, our Navy and Merchant Marine could not exist; our railroads would not have the tremendous tonnage brought to or taken from them by ships; water terminals would be non-existent. The coastal terminal cities of today

were made possible through the interchange of water borne and rail commerce of every type and kind.

Without the Cape Cod Canal, water transportation between New York and Boston would be more perilous, take longer and be more expensive. Right now, without the canal, all this shipping would face probable submarine attack.

Without the improvements made on the Hudson River and the New York State Barge Canal system, the economical movement of sufficient grain, oil, lumber, pulpwood and other bulk products between the Great Lakes and the seaboard would be a problem. These water-

ways serve another purpose: they help keep railway rates where they should be. The improved Hudson enables the Port of Albany to handle ocean shipping.

Without the improved Chesapeake and Delaware Canal, it would not be possible for deep draft vessels to move between Delaware and Chesapeake Bays, again safe from submarine attack.

What a blessing it would be today if the Atlantic and Gulf Intracoastal Waterways were deep and wide; if the proposed canals across New Jersey and Florida were complete. Then, this protected waterway system would extend from



McDaniels



ABOVE

Many barges have been converted recently to oil carriers. This is a side view of a converted barge.

o o o

LEFT

River traffic sometimes looks like a snarl. When barges jack-knife out of line the tow rams them straight with sidewise bumps. Ten barges carry the load of 40 freight cars.

Press Assn.

... Arteries of Commerce

**Our rivers, lakes and inland seas
make possible enormous savings
in transportation costs**



Boston to close to the Mexican border. Through it, tankers and barges, destroyers and other light draft naval vessels could navigate safely and haul a greater tonnage.

A waterway connecting the Tennessee and Tombigbee Rivers would be of immense value to the industrial heart of the South: low cost water-borne commerce is vital to the development of the nation.

Without the improved Gulf Intracoastal Waterway, much of the vast movement of bulk commodities from the Gulf Coast would have to move at costs many times that on waterways and, now, on the dangerous open sea.

Without the development of the

Houston Ship Channel, the world Port of Houston, as the great city of the Southwest, would not exist. Railways handled, either before or after water shipment, a large part of the tremendous tonnage of this increasingly import port.

Without the improvements that have been made on the Mississippi, Missouri, Illinois, Ohio, Tennessee, Kanawha, and other rivers forming our vast inland waterway system, these streams could not be used as they now are—where tows of more than a trainload of bulk cargo such as steel products, coal, lumber, lime, cement, grain and other farm products; gasoline and fuel oil, are effecting enormous savings in

transportation costs. This inland transportation is vital to the nation today more than it has ever been.

Without the great locks at the Soo, the improved St. Mary's, St. Clair and Detroit Rivers, the improved harbors at Great Lakes ports, the facilities for moving ninety million tons annually of vitally needed iron ore from upper Lake Superior to ports on Lakes Michigan and Erie would not exist, except at a transportation cost of from eight to ten times the water rates. Our commanding position in the steel world would be lost. Without these same facilities, the price of coal in the upper lake regions would be increased tremen-



"Old Man River, he just keeps rollin' along . . ." and the tows flow up and down with a nation's wealth.

Frederic Lewis

dously, for the same ships that bring ore down the Lakes go back with coal and other commodities.

The value of a completed Beaver and Mahoning Canal, connecting the incomparable Great Lakes system with that of the Ohio and Mississippi systems is inestimable.

Continuing harbor, channel and river improvements along the Pacific Coast from San Diego, California to Bellingham, Washington, is helping the advancement of the West Coast region and its hinterland incalculably. The San Joaquin, Sacramento and Columbia Rivers will become increasingly important commercial arteries.

Without the low transportation costs made possible by interchange of freight at water-rail terminals, a vast tonnage would never reach the railroads. What a wholesome thing it would be for the nation if the interchange of water and rail traffic was fully developed and properly regulated. Enormous potential benefits to the people lie here. Water-rail transport is the keystone of our national economy. In wartime it is that and more; it is the assurance that our democracy will endure.

When initiated, many projects so vital to us now were criticized or condemned by selfish or sectional

interests. "Pork barrel," they shouted to an uninformed public. And today, these same interests continue to combat the expansion of our unparalleled natural waterways; expansion necessary for defense and for the growth of the nation.

At this solemn moment, our outlook would be dark but for the existence of the facilities for naval mobility and water-borne commerce. America has the greatest potential inland and intracoastal waterway system on earth; development is making it a priceless national asset, assuring the safety of the nation and benefits for all the people.

Atlantic Coast Shippers Advocate New Jersey and Florida Canals

EARLY completion of the intra-coastal waterways so as to provide a protected coastal route from the Mexican Border to Boston is engaging the active attention of shipping and maritime interests along the entire Atlantic seaboard. Hearings on proposed construction of canals in New Jersey and Florida were held last month in Washington.

There are two missing links in the proposed route. One is a barge canal across Northern Florida, which has already been authorized by Congress. Funds, however, have not yet been provided to start the work. The matter is pending before the House Appropriations Committee.

The other missing link is the canal across New Jersey, connecting the Delaware River with New York Bay, extending from Bordentown on the Delaware River to Sayerville near Perth Amboy, a distance of about 33 miles. This New Jersey project has been before Congress for more than 30 years. The war effort, fuel shortage, and the submarine menace have emphasized the need of immediate action for the construction of this canal to prevent further loss of lives and ships.

To obtain authorization, bills have been introduced in the House by Majority Leader John W. McCormack, Mass., and in the Senate by Senator David I. Walsh, Mass. House Bill HR-1880, authorizing a New Jersey ship canal 25

ft. deep with a bottom width of 250 ft., was strongly supported at the recent hearings by Army engineers and by many shipping interests from Texas to New England.

Opposition developed from New York and New Jersey interests. New Jersey has refused to provide funds for right of way for which local contributions are understood to be required. Apprehension was expressed that the entrance of salt water into the proposed canal might pollute the State's water supply.

The Port of New York Authority opposed construction on the ground that diversion of men and materials for its construction would be impracticable at this time.

War Department engineers have estimated the proposed waterway, would require about four years to build. They estimated that peak employment in the second year would be 7,200 men. Cost of construction is estimated at \$187,000,000.

J. Hampton Moore, president of the Atlantic Deeper Waterways Assn. and former Mayor of Philadelphia, told the committee that "there is no doubt in the minds of far-seeing people of the tremendous growth of business if the canal is built during or after the war."

William H. Webb, executive vice-president of the National Rivers and Harbors Congress; Otto B. Schmidt, secretary of the New

York State Waterways Assn.; Representative Edith Nourse Rogers of Massachusetts and Walter Coachman, managing director of the Canal Authority of Florida, all urged the waterway.

Proponents pointed out that the value of property already lost off the New Jersey coast since the start of the war would more than cover construction cost of the canal.

In addition, it was stated that the increased cost of transporting petroleum to New England by rail, which the Government is now paying to the railroads, would more than pay for the canal.

Frank S. Davis, chairman Maritime Committee, Boston Chamber of Commerce, and senior vice-president, Atlantic Deeper Waterways Assn., headed a delegation from New England which included the following: John J. Halloran, president, C. H. Sprague & Son, oldest New England shipping concern; Herbert F. Evans, general manager, Boston Towboat Co., representing the Foreign Commerce Club of Boston; Capt. George Kimball, president, Boston Fuel Transportation Co., operator of a fleet of light draft tankers along the New England Coast; Roscoe H. Prior, president, American Stevedoring Co., and president, Boston Propeller Club, who appeared officially for the Propeller Clubs of the United States, and Oscar Morad, executive vice-president, New Haven Chamber of Commerce.—Wellington.

Generals Always Reach Out For Key Cities . . .

When you read of great advances on the battle front, you can be sure that efficient centers have been taken in order to bring up vast supplies. That's why generals strive to take the key cities with transportation facilities, as important to their armies as their guns.

Rails, Water and Highways Meet at St. Louis—

To production generals, St. Louis is the ideal distributive point of America. Served by all three transportation networks—rail, water and highway—it offers the best means of meeting the super demands of a world at war.

The S. N. Long Warehouse is prepared. Every man and piece of equipment is able to meet any requirement for efficient distribution, reshipment or storage.

Remember—by road, water or rail, Long Service is the strategic service.



USE
LONG SERVICE

*from shipper
to market*

ST LOUIS
AND THE
49th
STATE

S. N. LONG WAREHOUSE

ST. LOUIS... *The City Surrounded by the United States*



Freighter on Lake Erie. Buffalo, N. Y., in background.

Frederic Lewis

Great Lakes Shipping Altered by War

SHIPPING, as most of us have known it in and about the Great Lakes, is not the free and open movement that it has been for generations. Because of the exigencies of war, conditions have been radically changed and those vast tonnages essential to the prosecution of the war have become paramount and all other considerations secondary.

During the past year we have witnessed a mass movement of many old and moderate sized lake carriers into the Gulf. These vessels have had their super-structure cut off and have been towed and pushed by inland waterway tow boats to the Gulf where they have been reconditioned into deep sea carriers. Many of these vessels are already in ocean service. There is no question but that a great many additional vessels of this type will also be converted for similar use.

On the Great Lakes practically all package lines ceased operation more or less simultaneously with our entrance into war. Commodities generally moved by these ves-

. . . Allocations and restrictions have radically changed free and open movement of former years.

sels have had to adapt themselves to all rail transportation. The fleet of the Mat Line was sold and these Poker vessels found their way into war-time work on the high seas. The fleet of the Great Lakes Transit Co. was disposed of similarly, and other package carriers have had to adapt their vessels to other purposes. Consequently, there is no movement of package freight as we formerly knew it on the Great Lakes. After the war, it is to be hoped that these carriers will resume their service with new and modern vessels.

Motorship Fleets . . .

Those motorship fleets that used to ply lake waters and pass into the Erie Canal have also changed their scenes of operation. One of the fleets has been busily engaged in carrying essential war commodities from the Erie Canal in and

up the St. Lawrence and other products on its return trip. Still other fleets of motorships have been adapted for coastal service. Some of the larger motorships are being used in the West Indies.

On the Great Lakes the Maritime Commission has had an extensive building program for the construction of large modern ore carriers. Much has been written about these vessels. A large percentage of these boats will be in operation this season and will aid in the mass movement of crude bulk materials. These vessels are to be operated by private carriers in connection with arrangements worked out with the Maritime Commission for their eventual purchase. With their entrance into the ore carrying fleet many of these smaller vessels can be eliminated and turned over for operations on the Gulf. One of the largest pri-

vate carriers has had an extensive building program for several years and has augmented its fleet with several new vessels.

Situated as they are, the Great Lakes play a very important part in the movement of strategic war materials. Their importance was recognized early by ODT and WPB. Those organizations have assumed control of the movement of material and the allocation of vessels in this trade. No lake vessel can engage in the movement of any bulk material without their approval. Last year the wisdom of this type of control was very well shown because the quota set for the movement of iron ore was more than met. This season the requirements for this essential movement are to be increased and the same exacting control is expected. Unless conditions arise through adverse weather and other circumstances that cannot be foreseen total increased movement of ore will be met. Many other essential commodities fall in line with this movement also, and must be carried in order to meet our steel production requirements.

Grain Volume Cut . . .

These commodities, of course, are used directly or indirectly in the heavy steel industry. The grain movement, because of these conditions, has been more or less allocated to the railroads and the total volume of grain moved by water

... Many lake steamers have been re-conditioned and are now serving as deep sea carriers.

last year was very limited and perhaps will be just as small for the current season. It is interesting to note how all of these movements have adjusted themselves to this control and, without a doubt, it has been necessary for successful prosecution of the war.

Chicago Area . . .

On the inland waterway system leading into the Chicago area traffic insofar as package goods and miscellaneous commodities are concerned has been very limited. While the control is not quite as stringent as on the Great Lakes, nevertheless, movements are worked out with the thought of handling those commodities that can adapt themselves to barge movement. In the Chicago area, for the last few years, there has been a movement of large quantities of bulk sulphur that have moved up from the Gulf via barge and been transferred into lake vessels. This movement has been taken care of by lake vessels for transit to Canadian destinations and also American ports, for in-

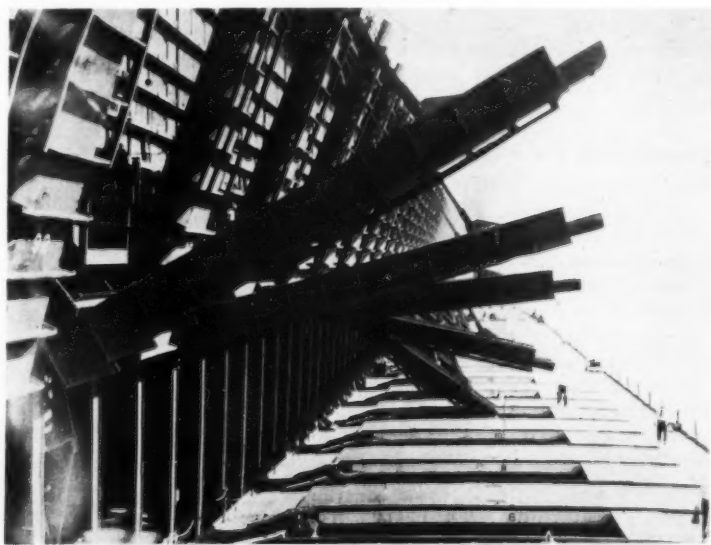
dustries engaged in the production of goods for the war. There has also been a continuous movement of various types of military vessels and craft built on the Great Lakes that pass through the inland waterway system into the gulf.

The Navy has seen fit to allocate funds to place machinery on all the bridges in the Drainage Canal which connects with the Chicago River and these bridges in a short time will all be set up with gear so that they can be lifted or turned and permit navy craft to move without the necessity of being only partially constructed on the Great Lakes. This single expenditure occasioned by the necessities of war has done much to augment the placement of building contracts on the Great Lakes for the construction of various war vessels, many of which would be too long to traverse the St. Lawrence locks.

Ice Breakers . . .

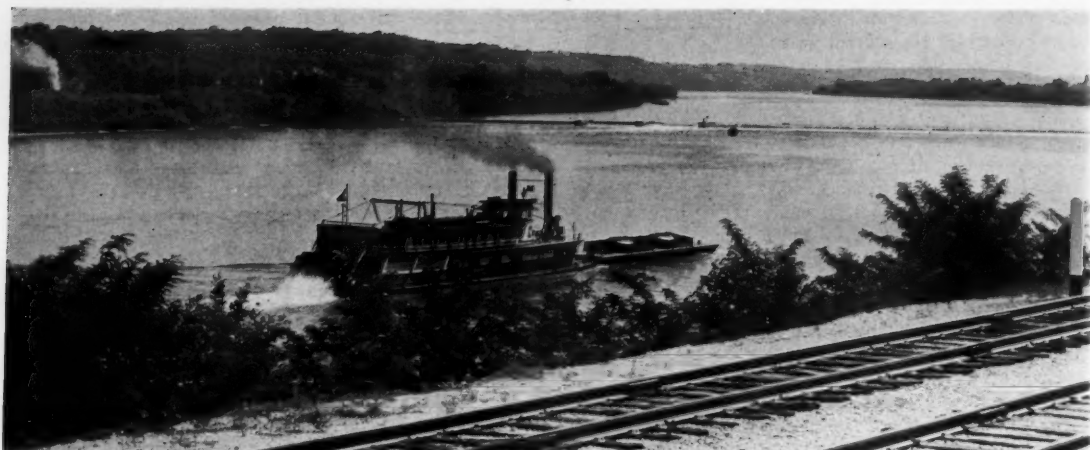
The Coast Guard because of the desirability of keeping the inland waterway channels open on the Illinois and Mississippi Rivers has developed a new type of ice-breaker for this waterway. It has more than proved its value this winter by keeping channels open and permitting the movement of naval craft through our inland waterway system to the Gulf. When conditions become normal there is no doubt the construction work on these bridges will change the complexion of operations of some of our regular lake craft that can adapt themselves for vessel operations in the Gulf during the winter season. Too much emphasis cannot be placed on the advisability of working these vessels the whole year around instead of tying them up as at present during the winter season.

In all likelihood, post-war developments will be materially influenced by many of the experiences of these war years. Inland waterways probably will play a more important part in the future than they have in the recent past. If so, the whole nation will benefit.



Wide World

... Ore tumbles out of the loading spouts and drops into hatch openings of ore boat at the Duluth docks. There are 384 spouts per dock.



Frederic Lewis

Many Varieties of Heavy Cargo Now Being Shipped by Water

THE inland waterways are coming back. The need of getting every ton of carrying power out of the nation's transportation system is responsible. More and more war materials outside the "hurry-up categories" are being moved by water.

Increased traffic so far has been almost wholly in petroleum and the dry-cargo goods carried in gondola or open-top barges, and has been sufficient, in combination with the removal of barges for conversion into petroleum carriers, to bring into use nearly all available open-top equipment. Water-borne traffic as yet has not been sufficient to bring into full use the available closed barges or into capacity use the gondolas.

The nature of the cargoes shipped and the direction of traffic movement tend to throw out of balance shipments that would utilize full capacity both coming and going. Downstream gondola traffic, for example, on the Ohio and Mississippi Rivers remains light and reveals unused open-top capacity against a contrasting surplus of northbound closed barge capacity.

Fuel and materials for making iron and iron products account for a large part of the increased

freight movement. Under a program sponsored by the Office of Defense Transportation, 122 gondola barges have been turned over for conversion into tank barges and an increasing flow of petroleum products is being hauled east and north by water to shorten the rail haul, releasing tank cars and helping to relieve the fuel shortage in the East. Tank barges ply the Mississippi and Ohio systems, most of the inland canals, and carry a considerable volume over the Gulf and Atlantic intracoastal waterways.

Coal, Scrap and Fluorspar

Coal is moving in great volume on nearly all the navigable waterways: Down the Monongahela, the Allegheny and Kanawha Rivers to the steel mills at Pittsburgh, down the Ohio from Huntington, W. Va., to Cincinnati and St. Louis, and from Kentucky mines downstream to Memphis, Tenn. Coal from the Alabama fields is barged down the Warrior River to supply Mobile. From Norfolk, Va., it moves up Chesapeake Bay to supply Philadelphia; it goes both by inland and ocean barge to New York and by the latter direct to New England from Norfolk. A great tonnage is

transshipped from New York piers to New England points. Over half a million tons a year move up the Mississippi from Illinois to the Twin Cities and a considerable tonnage moves from La Salle to Chicago by the Illinois River.

Scrap iron for steel is shipped from Texas, New Orleans, Memphis and many river ports to mills at Chicago, Pittsburgh and other steel centers. Indiana fluorspar, 200,000 tons a year, goes by inland waterway to the iron furnaces.

One of the reasons for the improved use of inland waterways is the success of efforts to lengthen the navigable season of Northern waterways. Last season iron ore was kept moving from the Upper Great Lakes until Dec. 9. With the aid of Coast Guard plows, the Illinois River waterway to Chicago was kept open most of the winter. These plows left St. Louis the middle of March to open the Mississippi to Minneapolis and St. Paul. New York waterways are expected to open in April.

While the nature of inland waterways traffic shows a lack of balanced use of equipment, the tonnage of freight moved is tremendous and marks another record in the transportation industry's contribution to the war effort.



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America's most modern River—Rail—Truck Terminal and Warehouse located only sixty miles from the center of the country's population, is served by six railroads, many motor freight lines, five barge lines and all Ohio River independent towing operations.

Unusual facilities provide for economical storage and efficient distribution of merchandise and food commodities to and from world-wide ports.

Note these advantages offered by Mead Johnson Terminal Corp., at Evansville, Ind.: Fire Resistant building. Carload facilities. Motor

Freight Terminal. Ninety thousand sq. ft. on one floor (no floor load limit). Fully sprinklered. A.D.T. watch service. Insurance rate 14.7c per \$100.00 valuation. Car spotting capacity of 64 cars simultaneously, plus sixteen double doors to facilitate loading and unloading motor trucks. Two high-speed 52 ft. span 10-ton capacity travelling overhead electric cranes. Electric lift trucks with skid platforms.

A free booklet describes these many services which include a unique accounting system, stencilling, recoopering, reconditioning and automatic label service for canners requiring private labels affixed at warehouse. Send for your copy now.

MEAD JOHNSON TERMINAL CORP.

EVANSVILLE, INDIANA

"Where Waterway . . . Railway . . . Highway Meet"

Modern Towboats

By CARLETON CLEVELAND

... River and harbor craft are doing a titanic task today, facilitating the movement of fuel, raw materials and finished products indispensable for war production, military operations and civilian use. Modern towboats being constructed are likely to revolutionize future design.

THE nation's waterways promise to solve the crucial gasoline, fuel oil, and coal transportation problems before another war winter sets in. While priorities on materials for the construction of more barges and towboats issued by the War Production Board cannot do much for present oil troubles, much will have been done by autumn if construction proceeds without interruption.

Even more will be done if Congress lifts the restriction regarding the withdrawal of water that can be permitted from Lake Michigan. The channel of the lakes-to-the-gulf has a rather low water level in times of drought, and unless additional water can be supplied, barges and towboats will have difficulty in operating. It is hoped, therefore, that Congress will make it possible for the new barges to yield full service for winning the war.

The construction program also provides for terminal facilities at Cairo, Ill., at the junction of the Ohio and Mississippi Rivers, as well as at other cities on the Gulf and Atlantic coasts.

However, even now a whale of a job is being done on the Mississippi and its tributaries in moving freight. Tonnage and speed now accomplished would not have been dreamed of only a short while ago. Present activities point to a busy time too on the rivers after victory comes to us and the world starts building again for civilian use.

Countless river and harbor craft have already joined in the gigantic task of carrying an important share of the fuel and raw materials destined for war industries: scrap for blast furnaces; sand, gravel and cement for emergency construction, and the finished products of mills and factories for strategic shipping ports.

Reports on the tonnage for the first nine months of 1942 showed an increase in cargo moved by the outstanding carriers of the Mississippi System, indicating that theretofore the rivers had not been employed to their fullest capacity. Class A carriers are reported to have handled a total tonnage of inland river transportation during the first six months of 1942, amounting to 8,753,880 tons.

Fuel and materials for making iron and steel products account for the major part of the increased freight movement. Bulk cargoes have largely replaced packaged shipments and lighter freight of all types.

One company alone, the Ohio River Co., moved 2,214,730 tons during that period. This company operates the towboat W. W. Marting on the Illinois River, a boat that is unique in many respects. It is the largest and most powerful Diesel boat operating on that river, and has been engaged in barging coal from and to various points along the river. It is 154 ft. long, all welded-steel construction, with a draft of 6 ft., 6 in. In general appearance it resembles other river towboats, but its construction below the water line is of a semi-model shape frequently referred to as a "modified scow." The stern is tunneled to house two propellers and six rudders, four of which are backing rudders and two for steering.

One very interesting feature of this boat is that the unusually large pilot house can be raised and lowered by two hydraulic rams. This construction provides for the lowering of the pilot house so as to permit the boat to pass under certain bridges on the Illinois river which cannot open, as otherwise barge and towboat traffic would be practically impossible on that river, rendering that watercourse less valuable for the delivery of vital materials.

Another new idea is found in the pilot house of the Glenn Traer, a new towboat of the Central Barge Co. This boat has an automobile type steering wheel and controls. The craft has Diesel engines of 1200 h.p. and is consid-

... Examples of modern towboats now in use. Right: Close-up of the towboat W. W. Marting's telescopic pilot house showing the two hydraulic rams that raise and lower the pilot house, enabling the boat to pass under low bridges. Center: The W. W. Marting with a string of coal barges passing through one of the bridges on the Ohio River. Bottom: The Edward W. Renwick, better known as the "Little Giant", in the Port of Manitowoc, Wis.



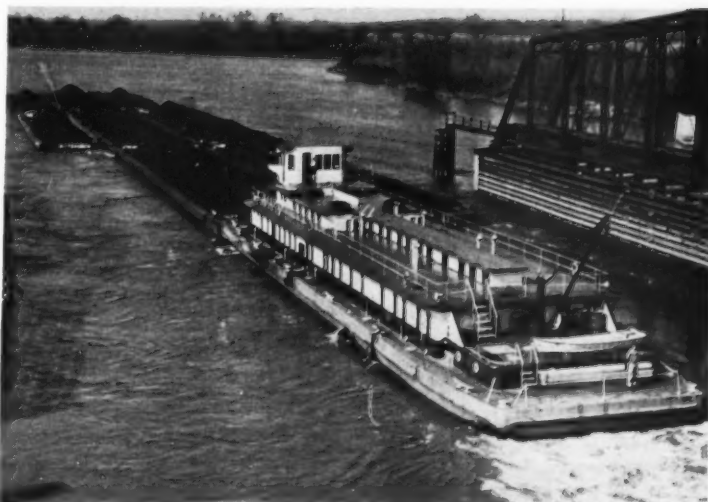
Ohio River Co.

ered one of the most modern on the inland rivers. It also has an automatic pilot to keep it on a desired course.

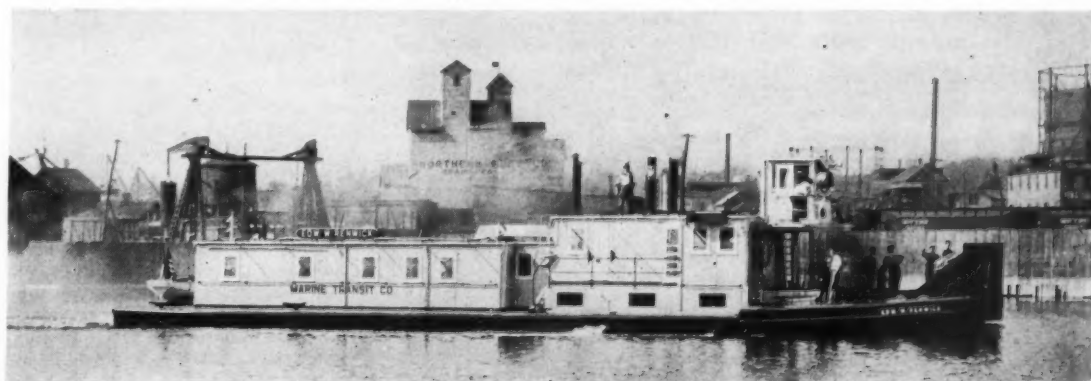
Incidentally, the Coast Guard, with an Amsterdam type ice plow has done a good job keeping the channel of the Illinois River free from ice for war commerce.

A towboat with a good record is the Edward W. Renwick, nicknamed the "Little Giant." As compared with other towboats she is rather small, only 100 ft. long, but with her Diesels rated at 600 h.p. she has been able to tow 8400 tons pay load up the Illinois at 3 m.p.h., and held her own with larger and more powerful towboats, some rating a little below 1000 h.p. in breaking ice on the Illinois waterway, doing more than her bit in helping operations with a minimum of lay-ups because of ice.

Among the many other interesting new towboats seen on the waterways during the past year was the Edgar C. Johnston, of the Johnston line, Inc., Longview,



Ohio River Co.



Marine Transit Co.

Texas. This boat, 140 ft. long, with a 30 ft. beam, is complete in every detail from the mahogany finished pilot house to the engine room equipped with two 650 h.p. National Superior Diesel engines.

Carrying a good American name, the Jefferson is a new boat that has been added to the fleet of the American Barge Line Co. This 170-ft. towboat, a product of the Jeffersonville Boat and Machine Works, Jeffersonville, Ind., is powered by Cooper-Bessemer Diesels capable of developing 2000 to 2400 h.p. The Norvell, equipped with Kahlenberg engines of 800 h.p. has attracted favorable attention along the Ohio and Mississippi as an addition to the Patton-Tully Transportation Co. fleet.

From the ways of St. Louis Shipbuilding and Steel Co. came the twin-screw towboat Celeste, powered by two 810 h.p. Cooper-Bessemer engines, and built for the oil and gasoline trade of the Taylor Refining Co., Taylor, Texas. The Standard Oil Co. of Ohio soon expects to place in service one of the most powerful Diesel craft on inland waters, a 2400 h.p. triple-

screw vessel, 160 ft. x 38 ft. x 10 ft. in size, powered by three Fairbanks-Morse Diesel engines. The Pure Oil Co. has added the Chas. W. Snider, a product of the Sturgeon Bay Shipbuilding and Dry Dock Co., equipped with three Cooper-Bessemer engines of 575 h.p. each, giving a total of 1725 h.p., and enabling this modern craft to take a tow of oil barges from Smith's Bluff, Texas, up the Mississippi to Minneapolis in approximately 13 days. Not to be outdone, the Ashland Oil and Refining Co. brought out the Tri-State, completed at the Calumet Shipyard and Dry Dock Co., Chicago, and placed it in trade to New Orleans and the Louisiana-Texas oil fields.

Without interfering with the war effort some dredging operations have been carried on along the Intracoastal Waterway, working eastward from the Mermentau River, west of New Orleans, towards the Vermilion River. As Maj. Gen. Thomas M. Robbins, Assistant Chief of Engineers, U. S. Army, told the 37th annual convention of the Intracoastal Canal Assn. of Louisiana and Texas,

"dredging operations have been scheduled to provide new project dimensions from Carrabelle westward to New Orleans and to considerably widen and deepen the waterway from the Calcasieu River to Morgan City and from Beaumont to Galveston."

Speaking of the extensive use that is being made of the Intracoastal Waterway channels for the transportation of oil to the Atlantic Coast states and to augment rail movement and deep-draft tanker service, he said, "coastwise barge movement of other bulk commodities has been carried on in steadily increasing amounts."

The General explained that, "in addition to petroleum products, there is considerable barge movement of lumber and pulpwood, stone and sand, steel products and chemicals, and there is no reason why the Intracoastal Waterway, with its many feeder channels, should not continue to accommodate more and more commerce of this prosperous and fertile state of Texas and her neighboring coastal states after the war."

Use of Inland Waterways Foil Axis U-Boats

**... Transportation Department of Chicago
Tribune developed plan for shipment of bauxite to
Canadian aluminum plant which has saved ships
and increased shipments of vital war material.**

A PLAN to use the inland waterways for the transportation of bauxite, the raw material of aluminum, from this country to the port of a Canadian aluminum company, thus circumventing Axis U-boats lying in wait in the Atlantic, was originated early in 1942 by the Transportation Department of the *Chicago Tribune*, and was first tried in May of that year. So successfully was it planned in all details that the particular aluminum mill has been kept working throughout the shipping season, and the enemy has been unable to cut this line of supply.

Tonnage thus carried is reported to have exceeded by many thousands of tons the goal set last spring. The United States Ship-

ping Board and the Canadian Shipping Board have both pronounced the undertaking a decided success. It is expected that the total tonnage carried will be doubled in 1943.

Wooden scows tug-towed, more than 50 of them, loaded with the ore start from New York City, the ore having arrived there over a hazardous ocean route. They are then sent up the Hudson River and through the New York State Barge Canal to Oswego, N. Y., on Lake Ontario. There, by means of giant cranes, trans-shipment is made to deep-draft vessels which carry the cargoes to the port of the aluminum plant.

The nucleus of the larger vessels, four in number, were chosen from the fleet of the Quebec and

Ontario Transportation Co., a subsidiary of the *Tribune*. Another subsidiary of the newspaper, the Illinois Atlantic Corp., chartered motor ships from the Federal Motorship Corp. Certain other contracts were entered into to complete the carrier system for the entire route from New York to the final destination. Altogether there are nine vessels, aggregating a total tonnage of about 20,000 tons, which ply back and forth carrying this vital raw material through the inland waterways from Oswego to the Canadian port.

Not only has the much-needed war material been delivered, but business in Oswego has been revived. It has brought new traffic to that city, and given new employment to many of its citizens. On certain days as many as six *Tribune* ships may be seen in the port, having arrived in convoys.

This is only one of several instances known to the writer where Axis U-boats have been foiled by use of the inland waterways. If the canals across Florida and New Jersey were completed it would be possible for boats and barges to haul important cargoes from the Gulf to Boston. War is stressing the vital importance of our inland waterways in new ways.—Cleveland.



WATER-FRONT FIGHT

★ Bodies are straining, arms are swinging, vegetables and wrenches are flying in the wildest scrap you ever saw—the water-front's fight against the Axis. Men and equipment, ships and lighters, office force and stevedores alike are hammering home the lesson that no people on earth can touch our ability to get the goods from where they're made to where they're needed.

If we at Harborside can't give you all the storage space you need the instant you request it, just remember that our 27 million feet of space, our 4 million feet of refrigerated areas, our unrivalled terminal facilities and down-town convenience to New York are deep in the darndest water-front fight you ever saw—and we're winning, too.

*Carry your fight to the enemy
with WAR BONDS...buy your
full 10% regularly.*

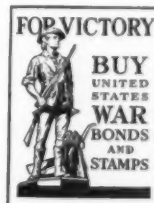


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HARBORSIDE

WAREHOUSE COMPANY, INC.

R. B. M. BURKE, Vice-President

34 EXCHANGE PLACE, JERSEY CITY

Executive Office: 66 HUDSON ST., NEW YORK

• The Coast Guard Has Taken a Hand
In Protecting Waterfront Facilities

WARTIME FIRE SAFETY

THE word "logistics" has had a sudden popularity. Americans have begun to realize that in this war defeat or victory depends largely upon the science of transportation. Key points on the blueprint for victory are the waterfront facilities; their destruction by fire is a possibility that constantly menaces the lines of supply reaching out from this country to the armed forces scattered over the face of the globe.

The idea was phrased by Vice Admiral Russell R. Waesche, Commandant, United States Coast Guard, in addressing the National Fire Protection Assn., as follows:

"There is no question but that we can produce the goods. There is no question but that we can train the world's finest fighting men. The important question is our ability to transport these materials and these men to the far-flung corners of the world in which they can best be used.

"Every one of these men and every ton of this equipment must go through our ports and harbors. These ports are the bottlenecks through which all must flow. They must not be blocked or impeded. If they are, our tremendous training and production efforts would largely go for naught. It is a function of the Coast Guard to see that nothing is done which will interfere with their free flow and maximum efficiency. The safeguarding of all vessels, ports, harbors and waterfront facilities is a burden which has been placed squarely upon the Coast Guard.

"But this is a private responsibility as well. The burden must be assumed by every owner, every operator, every local, State and Federal law enforcement agency, and every fire protection agency to bend all efforts toward the same end of safeguarding our needed waterfront facilities. Each privately owned waterfront, pier, or other facility is now vested with a public interest. Its loss by fire or other means is a national rather than merely a private loss, for the nation needs these facilities."

The Coast Guard is doing its part through the Coast Guard Port Security units that are operated through the various Captains

of the Port. In every newspaper account of fires that occur in the various ports, one reads of the work being done by these Coast Guard units and their members have gained the whole-hearted respect of the municipal fire departments.

These units have been trained to fight fire with land-based apparatus and from fire boats. Among other craft, more than 100 fire boats of the jet-propelled type have been placed in service by the Coast Guards. Each boat is equipped with four pumps of 700 g.p.m. capacity at 120 lb. pressure. Water is drawn in forward and discharged aft to give them a speed of about 10 knots. Fire streams from the pumps can be ejected through monitor nozzles or hose lines.

But fire boats and land-based apparatus are for the big fires, the fires that "get away." The loss possibilities in such fires have been increased in many instances

by the quantities of supplies that are accumulating at piers and wharves, and some of these supplies are of an extremely hazardous nature.

To those who have made a study of pier fires, it is the large unbroken area which constitutes the greatest hazard. The superstructure on piers and the understructure when of wood constitute horizontal flues which allow a small fire to be whipped quickly into a raging mass of flame. The direction of the wind in pier structures is usually from the cooler water toward the warmer land end, which means that fire-fighting from the land end is often severely restricted. Where an intermediate wall or partition can be provided, even though the partition is not of a character to withstand a severe fire for more than 30 minutes, it would give firemen a vantage point from which they could fight the fire more effectively.

The likelihood of fire spreading



Press Assn.

... Steel girders, gnarled and twisted into fantastic shape, after the five-alarm fire that destroyed Pier 83, New York City, last year. Spray from the firemen's hoses glazed the twisted girders with ice in the zero weather.

By LEONARD F. MAAR
Safety Research Institute, Inc.

FOR PIERS AND WHARVES

quickly makes prompt action necessary, if "first aid" fire protection is to be effective. There must be an ample number of fire extin-

guishers available and they must be properly inspected and charged so they will always be ready for use. The "Recommended Good Practice Standards for the Construction of Piers and Wharves," adopted by the National Fire Protection Assn., the National Board of Fire Underwriters and the American Assn. of Port Authorities require that "first aid" equipment be placed at intervals of approximately 100 ft. on each side of the driveway of a pier. The standard unit of protection for each of these locations is one 5-gal. pump tank extinguisher or two 2½-gal. extinguishers.

The extinguishers should be mounted on the wall or on columns about 4 ft. above the floor. Some care must be exercised to prevent cargo from being piled in front of extinguishers, so they will be accessible at all times. Where equipment is exposed to freezing, standard anti-freeze solution of calcium chloride should be provided for the pump tank extinguishers in winter months, and other types of extinguishers that are subject to freezing—the soda-acid and foam types—must be kept in suitably heated cabinets.

In addition to the hand fire extinguishers, large wheeled extinguishers may be provided on the basis of one for each 20,000 sq. ft. of floor area, and if they are not of the anti-freeze type, these "chemical engines" also need protection against freezing.

In connection with switchboards or other electrical installations, fire extinguishers suitable for use on fires in live electrical equipment should be provided. These are the vaporizing liquid and carbon dioxide types which are non-conductors of electricity.

Many owners and operators have increased their watch service

for the emergency period. Watchmen and all regular employees on the pier should be instructed and drilled in the use of fire extinguishers under the direction of some one person charged with the responsibility for fire safety.

A routine of daily inspection should be established with the aim of detecting fire hazards and of eliminating or controlling them without delay. The no-smoking rule should be rigidly enforced.

The National Board of Fire Underwriters comments on the need for adequate protection, as follows:

"There are many places where automatic fire alarm service and automatic protection against robbery and sabotage can be provided at a considerable saving in cost over that for watchmen. One recent development has been the use of the electric eye and the invisible ray as a means of protection against intruders. These rays may be so located that no boat can approach the water end of the pier without discovery and the sounding of an alarm. . . .

"Increased private fire protection, particularly the installation of automatic sprinklers, but including in many cases elevated tanks, private pumps, hose, extinguishers, and other equipment are all of vital importance at the present. It should be recognized that any expenditure of money for the installation of private protection is a permanent improvement and not just one made for the present emergency. The cost of maintaining such equipment and systems is small and it will be of value for many years to come."

It is not an easy matter to purchase fire-fighting equipment these days without a high priority rating, and, even then, shortages of critical materials have cut into the supplies available to manufacturers. The Underwriters' Laboratories, Inc., is issuing labels of approval marked "EAS," for emergency alternative specifications, for some fire appliances. These appliances are made of substitute materials and, while their performance is up to standard, they should not be expected to stand up as long as standard equipment.



Press Assn.

. . . New York Central fireboat tug pours a stream of water into a burning pier a year ago during the five-alarm blaze along New York City's waterfront that destroyed Pier 83 and caused other heavy damage.

Looking Ahead in Shipping

THE disruption of the peace-time coastwise and intercoastal steamship services brought about by the war is a marine tragedy in itself. When the war ends the restoration of these services should receive first consideration.

Now that the ships of the coastwise and intercoastal operators are engaged in transporting to the battlefronts and bases, personnel and essential war materials and supplies, the Maritime Assn. is deeply concerned lest any action be taken that would prevent the resumption of their services when the war ends.

A healthy coastwise shipping industry, in addition to providing employment for many thousands, creates a pool or reserve of trained officers and seamen to man vessels of the armed forces in time of war. It also provides trained organizations capable of handling not only the ships but the shore operations of vessels which may be in use by the armed forces.

Practically all American flag ships have been taken over by the Government under time or other forms of charter and are serving the war effort. It is therefore only equitable that all of these ships should be returned to their owners as soon as practicable after the cessation of hostilities.

As a result of the shipbuilding program now administered under Vice Admiral Emory S. Land (Chairman of the U. S. Maritime Commission and Administrator of the War Shipping Administration), and under the personal supervision of Rear Admiral Vickery and his associates, notwithstanding many casualties, the United States will top the world in tonnage when the war ends.

The ships of the United States and our Allies and the phenomenal speed with which ships are being built guarantee that the steady stream of war materials will continue to flow to the battlefronts until final victory is achieved. The combined shipping of the United Nations is the outstanding factor in winning this war.

During World War I, the ships engaged in the domestic trades rendered invaluable service and were indispensable in the transportation of troops and war materials. In times of national emergency, our domestic shipping is immediately available in home waters and can be converted to use by the

By **Cornelius H. Callaghan**
*Manager, Maritime Assn.,
Port of New York*

o o o

Editor's Note: The views expressed herein are personal and not official. They are from an address Mr. Callaghan made before the 31st National Safety Congress. The Maritime Assn. of the Port of New York, with a membership of over 1,000 persons, includes steamship owners and operators, domestic and foreign, and all other branches of the marine industry.

armed forces in time of war. When the world strife has ceased, the first step that should be taken is that the owners and operators of the ships previously engaged in the coastwise, intercoastal and overseas services should have their ships returned and that these owners and operators should have the unequivocal right to return to their respective trades and be given preference in the allocation of steamers and facilities.

In this respect, let us briefly allude to the situation that prevailed after World War I. The large number of ships of various types under the American flag and the ships of all other Nations were fully used for a period of nearly two years in carrying relief foodstuffs, coal, etc., to Europe. Only a minor portion of the fleet was utilized in the domestic trades and in the overseas steamship services then being developed.

During 1920, some 34,000,000 tons of coal were exported, of which 14,000,000 tons were shipped to Canada. After about two years, the demand for American flag vessels other than those engaged in the domestic trade and in the deep sea services, ceased, and a large portion of the fleet was laid up, some ships sold at distress prices, and many ships were scrapped.

The conditions that prevailed immediately after World War I in Europe, as far as shipping is concerned, were practically normal in comparison with the conditions that are sure to prevail after the termination of the present conflict. While many ships of United States and foreign flag registry will be required to resume the services on permanent world-wide trade routes, it may be expected that shortly after the war, the situation will in all likelihood call

for the utilization of all shipping.

If the demand for tonnage as may be expected, materializes, it will mean employment for every ship that floats and in all probability for a period of at least three years in transporting the foodstuffs, fuel, steel, building material, and livestock, imperatively needed for the rehabilitation and reconstruction of those countries that have been devastated.

On July 31, 1941, President Roosevelt issued an Executive Order creating an Economic Defense Board. This Order reads in part as follows:

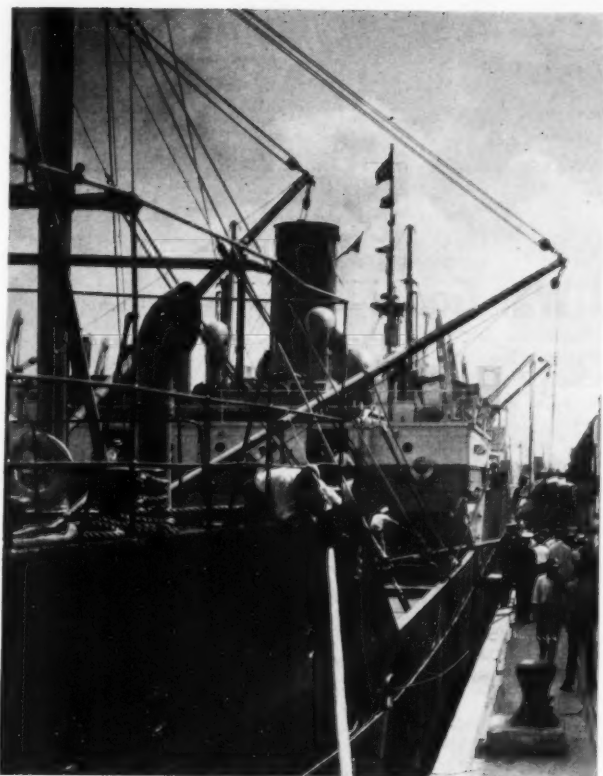
"Make investigations and advise the President on the relationship of economic defense measures to post-war economic reconstruction and the steps to be taken to protect the trade position of the United States and to expedite the establishment of sound, peacetime international economic relationships."

There seems to be a unanimity of opinion that there shall be created an International Congress or Council of representatives of the United Nations to reconcile and to solve the many problems that will arise after the war and to set up a police force to preserve peace.

The principles enunciated by President Roosevelt in the Atlantic Charter must serve as a basis for the assumption that enormous quantities of foodstuffs and other necessary materials will be sent to the famine-stricken countries and that ships will be in demand for an extended period.

It must be borne in mind that some years will pass before the industrial plants of Europe engaged in the production of war materials can be converted into instrumentalities of peace production and likewise, that it will take a longer period before the many industrial plants destroyed can be replaced.

While our chief industries today are on a war production basis, there is an urgent need for planning by federal agencies, legislators, shipping, banking, labor and industries, to now prepare so that after the war, the change to peace production may be accomplished without undue delay, in order that the United States and its neighbors in the Western Hemisphere may contribute to the transportation of the supplies necessary for the rehabilitation of the people of those Nations that have suffered so acutely from the afflictions of this war.



Transformation of a Port

By LEWIS T. BOLGER

THE two little old ladies peered perplexedly through the barbed wire fencing. Then one of them walked over to the guard at the nearby gate.

"I've heard they're building a lot of barracks out here, but my goodness! don't the poor soldier boys have any windows?"

"Them's not the barracks, lady," the guard explained tolerantly. "That's Army Air Force equipment all boxed up and ready to go."

"Where too?" The question was asked innocently, but the soldier works for Uncle Sam. So all he said as he turned away was an expressive, "Lady!"

Since Uncle Sam took over Port Newark, N. J., lock, stock and barrel for the Army Air Service Command, and acquired the adjacent property of the old Submarine Boat Co. for a Navy-sponsored extension of the Federal Shipbuilding & Dry Dock Co. at Kearny, N. J., he has spent a busy year there. But the details must remain as mysterious as was the well-trained guard with the well-meaning old ladies.

While it is obvious that just what the Army and Navy, and the Army Air Forces, in particular, are doing in the Port Newark area must of necessity be a strict military secret, and while there is no one to say whether, when the war ends, the area will again become an important inland waterway and

commercial air port, or whether it will remain in War Department hands permanently, those interested in it from a commercial distribution standpoint see possibilities of great future growth.

Even disregarding any improvements the Army Air Forces are making or have in mind, Port Newark, is regarded as a "natural" for the kind of land, sea and air transportation many foresee in the future. It has a fine inland waterway. It has just the right topography for heavy-duty air fields. It is bordered by and is near a number of important highways. Railroad facilities abound, and it is handy to all the Metropolitan New York industrial areas.

Let's consider for a moment just what possibilities there are in the 2,700 or more acres that comprise the general Port Newark area. Under present conditions, from the maritime standpoint, Newark, N. J., is definitely a light-erage port, and is likely to remain so. There is a good channel and well laid out basin. Both have been dredged in recent years, and the Army is making further improvements there.

The Air Service Command's activity at Port Newark, under direction of Brig. Gen. William E. Farthing, would surely seem to indicate that it is in agreement with distribution men who maintain that, geographically, the area has

everything to make it ideal for air, land and water transportation. Potentially, it has just about everything needed in the opinion both of military and civilian engineers.

Newark's income from the Federal government, for all portions of the port now used comes to about \$200,000 a year. This however, does not cover all the projects. Negotiations are under way to have the government meet carrying charges on Port Newark bonds, which would bring the city's income up to about \$900,000 a year.

The city retains control of the docks, though the Army Air Forces has the use of them and is paying fixed charges, which bring Newark about \$50,000 a year.

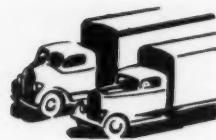
Just before the Air Service Command moved in, Port Newark was setting new records for itself. In February of last year a compilation of statistics for the previous 12 months showed that water borne tonnage had increased to 1,087,773. General cargo tonnage for the year went to 1,541,796.

Early last year, before the area was formally taken over by the Army Air Forces in the middle of April, the port facilities were operated on a joint control basis, as a lend-lease depot and as an in-transit depot for air supplies. Great Britain, Russia and China sent staffs of military and civilian workers to handle much of the shipping record details.

The general picture at the port today is one of continual activity. Lighters and small freighters, the latter mostly for Navy supplies, line the inshore basin. Jeeps, peeps, staff and civilian workers' cars, tractors, trucks, bulldozers, cranes, lumber hauling spiders and a miscellany of other mechanized

(Continued on page 44)

Motor Cargo ...



Report Too Few Trucks in California To Haul Both Food and War Goods

There are too few trucks in California to haul both food and war goods at the same time, 325 members of the Truck Owners Assn. of California were told March 4 at the one-day "Victory War Conference" of the association held at the St. Francis Hotel, San Francisco. Substituting the one-day conference for its annual convention, because of war conditions, the association met to solve some of the gravest problems the Pacific Coast Trucking industry has ever had to face. E. Guy Warren, president of the association, presided.

The report of the Agricultural Committee, Ben Morris, chairman, stated that nothing now can prevent a substantial shortage of equipment normally used to move crops. A large percentage of the trucks that would be used under ordinary conditions for this work, it was said are now employed for handling war materials. The situation, it was declared, resolves itself into this: operators either will not be able to haul war materials, or they will not be able to move fruits and vegetables as crops ripen this summer and fall. They can't do both with available equipment, the report said.

Definite recommendations made to ODT include the following: revoke the 35-mile-an-hour order; eliminate checking through joint information offices for return loads; instead of heavy equipment being taken to ranches to pick up fruits and vegetables, get farmers to haul crops to a central loading platform with smaller equipment, with return of empty boxes to those same points, thus getting faster turn-around of big trucks; work out with Department of Agriculture means of inspecting at loading platforms instead of en route.

It was emphasized that the production of agricultural commodities totals 25 million tons in California, and the Government is asking for increased production above normal figures on some crops.

The livestock hauling report, made by Garrett Beckley, presented facts developed by the Pa-

cific States Livestock Marketing Assn. Last year, 137,000 carloads of livestock were moved in California, of which 102,000 carloads were moved by truck. There is as much livestock to move this year as last, it was said, but only about half the amount of equipment available because of diversions, lack of parts, retirement from business and other causes. It is essential, therefore, the report stated, to make the greatest possible use of remaining livestock equipment.

Operators and other interested groups have developed a program. It includes these recommendations: 24-hour operation; elimination of delays through maximum co-operation by packer, producer and stockyards; revocation of the 35-mile-an-hour speed limitation; the granting to California livestock carriers the same stockpile of tires that interstate carriers get; higher priority ratings on parts; elimination of delays due to awaiting brand inspection; equipment of feed yards with lights for night loading; require all trucks loaded to maximum carrying capacity; closer co-operation between shipper and carrier on dispatching of trucks; easing of ODT return-load requirements; release of new trucks for purchase by livestock haulers; recommendation that ODT take a more practical attitude on the rate situation and "cut out theories."

Sidney Ackerman reported on rates. Conclusions boil down to this: OPA regulations on contract carriers are too stringent, and red tape and paper work are excessive.

Frank Havenner, president California Railroad Commission, stressed the "necessity of haste." "In many sections of America, he said, 'the railroads are the backbone of the transportation system, but in California the situation is quite different. Public highways in California are the principal arteries of commerce. The latest figures compiled by the Railroad Commission show that in 1942 highway carriers earned more than two-thirds of the total gross revenue received from intra-state

freight shipments. Total gross operating revenue of highway carriers last year was \$122,224,000; gross revenue on freight for steam railroads was only \$50,325,000. Since 1940, in the brief space of two years, the gross revenue of the truck carriers in California, common and permitted, has increased more than 50 per cent."

Some changes were made in the board of directors of the association, but the same officers were re-elected for the ensuing year. They are: E. Guy Warren, president; J. P. Spaenhowe, vice president and treasurer, and Roy B. Thompson, secretary manager.—*Gidlow.*

Reserve Pool of Trucks Shrinks to 57,573

The low stage of the Nation's reserve pool of new commercial motor vehicles is reflected by the figures recently issued by R. L. Vaniman, director of WPB's Automotive Division.

"Today, one year after establishment of the pool," said Mr. Vaniman, "we have exactly 57,573 commercial vehicles left in our reserve. The figure includes light, medium and heavy trucks, trailers and third axle attachments. To appreciate the depleted state of the reserve, the figure may be compared with production in a pre-war year (1939) of 710,496 trucks.

"This critical situation should bring forcefully to us the necessity of conserving our reserve pool and drawing upon it only in cases of most pressing need. For this reason the vehicles now remaining in the pool are being held for rationing for indirect military demands and only the most essential civilian requirements."

Sees Nation Doing Work Of Decade in 12 Months

With synthetic rubber aiding transportation, our nation is going to do in a year or two what normally would require a decade or more, W. M. Jeffers, rubber director, told an overflow crowd of business executives in Pittsburgh recently.

New railroad cars, new planes, trucks, ships will be developed to take manufacturer's goods to the far places of the earth, Mr. Jeffers predicted.—*Leffingwell.*



Autocar's job is still DELIVERY!

In a double sense, Autocar's task is still delivery...delivery of the smashing blows that win battles...delivery from the worst a powerful enemy can dish out. It is doing both these jobs simultaneously and well on the world's fighting-fronts—for our Army, our Navy, our Marines and our Air Forces.

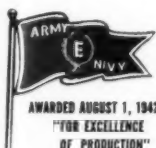
When all this is over and done with, Autocar will again deliver heavy-duty, money-making, money-saving performance for private enterprise. It will perform these

peace-time jobs better than ever, for Autocar in uniform is training to be stronger, more agile, more dependable. Factory-equipped Autocar branches will help you keep your pledge to the U. S. Truck Conservation Corps.

AUTOCAR

MANUFACTURED IN ARDMORE, PA.

SERVICED BY FACTORY BRANCHES FROM COAST TO COAST



Motor Trucks Rush Emergency Cargo From Coast to Coast in Record Run

A dramatic story of how motor trucks served in the nation in a critical emergency was revealed last month by the Transco System, Inc., Denver, Colo., the organization which performed the job.

The Maritime Commission, according to Transco officials, wanted seven truckloads of life rafts transported from Amesbury, Mass., to San Francisco, where they were to connect with a naval convoy leaving for the Pacific battle area. To reach shipside on time meant that the run from coast to coast had to be made 36 hours faster than previous normal driving time.

The shipper was late in getting the goods ready. Severe winter cold prevailed all the way while a raging blizzard extended continuously from Chicago to to beyond the Rocky Mts. A bridge washout forced a 200-mile detour.

Despite these complications, the life rafts were hoisted aboard the vessel a day and a half ahead of the deadline.

Transco System, Inc., which accepted the hauling contract, laid careful plans for the project, in which four separate trucking firms, Liberty Motor Freight Lines, Watson Bros. Transportation Co., Interstate Motor Lines and Cotant Truck Lines, participated.

The first step was to have a Transco truck waiting at the New England manufacturing plant where the rafts were loaded directly from the assembly line. Liberty's district manager personally supervised this task and, as each unit was loaded, it was dispatched immediately.

From Albany, N. Y., to Cleveland, highway supervisors rode with the vehicles to assure a clear right of way and other convoy service guarded the shipment through the congested eastern areas to Chicago. Prior arrangements had relief equipment waiting at Chicago and again at Denver and immediate transfers were effected at these points on an around-the-clock basis. Operating executives of the trunk lines stood watch over every step.

Drivers for the four companies performed a heroic part throughout the cross-continental dash. "Roll without delay, hold over or interruption" was the uncompromising order given each man and that is exactly what they did. Fully conscious of the importance of their mission, they quickly fell into the spirit of the endeavor,

passed up meals or even a wayside cup of coffee and skipped customary routine inspections, so that not a single minute of unnecessary delay would slow the movement.

When the San Francisco's waterfront was reached with time to spare, it was realized that these home front soldiers had accomplished an epic exploit, which, leaders in the motor trucking field contend, fully demonstrates the indispensability of motor trucks in the national transportation picture.—*Slawson.*

Group Seeks Control Of New York Pickups

The Master Truckmen of America, Inc., representing a group of local motor carriers in New York City, has proposed to ODT a plan which it believes will conserve tires and gasoline.

In a petition filed by Morris Klemas, executive secretary, the organization asked that local carriers be permitted to consolidate all freight and shipments in the Metropolitan New York area and that

the ODT in authorizing such operation order discontinuance of local pick-up and delivery service by owner-operators employed by line haul rail and truck motor carriers and the Railway Express Agency, Inc.

Pennsylvania Truckers Want Suggestions

A tire conservation contest for truckers has been announced by the Pennsylvania Motor Truck Assn., "to stimulate interest and cooperation on the part of the owners of Pennsylvania's 300,000 trucks and their employees in the conservation programs of the Government and the trucking industry, and to develop and spread practical suggestions for extending life of tires." There will be 140 awards for the best suggestions.

Trucking employees are asked to submit in writing a practical suggestion for conserving tires. War Savings Bonds will be awarded for the three best suggestions.

Truck owners may submit written reports telling what they are doing to conserve tires. Entries will be judged on the basis of ideas presented and actual mileage saved as a result of these ideas. Trophies will be awarded for the best entries.—*Baer.*

Woman Reduces Complaints On Delayed Deliveries

You don't know what you can do until you get out and try it," Mrs. Loretta M. Erck, woman motor-freight manager for the past six months at O. L. Hadorn's office in Pittsburgh, Pa., recently told a *DandW* reporter.

"After working in West Virginia," Mrs. Erck said, "I came to Pittsburgh as an office girl. After five months the manager here was inducted, and I took his place.

"I really think the work is interesting. I like to figure rates and tariffs. I like to work out most of the problems that come up. I never realized so many things could happen before."

Mrs. Erck has a friendly and sympathetic attitude, yet maintains a crisp, business-like manner that gets things done. "I don't push drivers too hard," she says. "When you know they are doing their part, why push them? It doesn't help."

The drivers are getting along

with the same equipment as formerly, and Mrs. Erck has made no change in the routine. "Main job," she says, "is to figure out ways of getting the trucks in and out of here to Wheeling."

Since Mrs. Erck took over, Hadorn's has increased business, a fact which she attributes to the war effort. The main office, however, notices Mrs. Erck's skill. Fewer complaints are received about pickups.

"If I can't get a load," Mrs. Erck explains, "I phone the customer and tell him so in a nice way. I suppose a woman has a way of calling and telling people she's sorry. A man might think the whole thing was just too bad and let it go. I think women are more considerate. If I didn't call a customer, it would bother me.

"Don't bluff," she recommends. "Win people's confidence. Be truthful and keep your patron's goodwill."—*Leffingwell.*

Express Business with Air Lines

Now Open to All Motor Carriers

NOW that the Civil Aeronautics Board has approved new contracts made between the Railway Express Agency and most of the major airlines (a news report of which appeared in *DandW* last month, page 7) motor truck operators have an opportunity to bring about an effective and coordinated air and ground service which, in the opinion of many, will materially increase and expedite air express shipments.

The revised contracts between the airlines and Railway Express overcome two of the chief objections of the old contracts which were in effect between the air carriers and the Agency since 1935. Briefly, these two objections were that the airlines could not accept business from any other agency except the Railway Express Agency, and, secondly, that air express rates were set at twice the rates charged for carriage of railway express.

In Jan. 1942, Dr. John H. Frederick discussed in *DandW* various disadvantages of the arrangement then in force for handling air express, and in his article in the July issue of that year he pointed out these two most objectionable parts of the then existing contracts, namely, that no express or freight forwarding or delivery company could handle aircraft freight for an airline except the Railway Express Agency, which gave the express company a clear monopoly of the pick-up and delivery service; and secondly, that no rate for aircraft freight carriage could be made by an airline that was less than twice that charged for carriage by the railways.

"This is clearly price fixing of the worst type," Dr. Frederick wrote, "but actually air express rates are from five to seven times the railroad express rates."

It is significant that these two objectionable provisions of the old contract are left out in the new agreements that have been made between the airlines and the Railway Express Agency.

Under the new contracts, airlines, when necessary, may now lower their rates as costs are reduced, and may eventually reach the level of the rail express rates indicated in Dr. Frederick's article in *DandW* of Feb., 1943.

■ *New contracts between Railway Express and airlines give independent operators chance to develop coordinated air and ground services on broader basis.*

It is then, and not much before, that the big volume of traffic will swing onto the airlines from the railroads, Dr. Frederick says.

"Much of this traffic," he said recently, "will be the greater proportion of what moves by railway express now. Should the airlines continue their ground pick-up and delivery arrangement with the Railway Express Agency, which some in the industry believe would be unfortunate for the long-run development of air cargo transportation, they could do so without being hamstrung on their rate control. There is absolutely no reason why airline cargo rates should ever have had the double rail charge limitation placed on them at any time and surely no reason during the past few years when airline cargo costs have been high necessities."

Significant . . .

"The most significant development, however," Dr. Frederick believes, "is that which eliminates the monopolistic situation existing under the old contracts as far as the Railway Express Agency was concerned. When the Agency was given the monopoly of the pick-up and delivery of air express on the ground the airlines hoped that, with its knowledge of the economics of the express business, sales and solicitation would be much more effective under its direction than under any other organization. This did not prove to be the case and now the field is open for anyone interested to build up air cargo traffic and coordinate such efforts with the airlines."

"The airlines have seen the light at last and have taken the first step to break away from railroad domination of a most important part of their business—the ground pick-up and delivery which of necessity involves much of the sales and promotional work."

This is a step which has been advocated by *DandW* for over a year. It has been discussed in detail by Dr. Frederick particularly in his Oct., 1942 article—"Air Cargo on the Ground, the Pick-Up and Delivery Problem." It is his opinion that air cargo transportation will not develop as rapidly or to the extent it should until the airlines break away entirely from any railway dominated organization. A shipper should not have to call a "railway" express organization to ship by air.

Under the new contracts local and inter-city motor truck operators are now faced with one of the greatest opportunities they have ever been offered. They are free to make arrangements with the airlines to deliver cargo from and to them, and many airlines will be receptive to such advances. The motor carriers plus the airlines can do a promotional job not influenced by railway thinking. They can bring about the most effective type of coordinated air and ground service possible.

It is thought that, because of the major wartime role now being played by the airlines, the contract amendments now being made will not change the situation materially at this time. However, it is agreed by all that as a basis for expected post-war expansions, these changes are of great importance.

Another change in the new contracts is the elimination of the provision in the old agreements whereby the Express Agency agreed not to enter into the air express transportation business by operating its own aircraft in competition with the airlines with whom contracts were in effect. Under the new agreements, therefore, the Railway Express Agency, which heretofore in several hearings before the Civil Aeronautics Board has denied its intention to operate its own aircraft, opens the door for railroad-controlled air cargo routes provided Civil Aeronautics Board approval could be obtained.

■ We must change our concepts to understand the full implications of air transportation.

There is no shore line in the air. Air harbors are where you can land: a large area of land, or a protected lagoon, that can be quite shallow, as little as 10 ft. in depth.

No place is any longer isolated. All parts of the world are at the bottom of the same air ocean.

Anybody can get to any place from anywhere via this boundless road of air. No mountain ranges, or impassable jungles, or other obstacles will isolate any community in the future.

• • •

PERHAPS one of the greatest opportunities for the development of large-scale air cargo operations lies in the export and import trade. Here, distances are greater and the advantages of air transport speed can be fully realized. A few years ago many were dreaming of the air age, but since Pearl Harbor the most optimistic advocates of air transportation have seen some of their wildest predictions come true and what may happen in the future actually staggers the imagination.

Today the United States has literally been forced into the world transport business. The Army and Navy Air Forces, the former in partnership with the eighteen commercial airlines of the United States, are writing history with their world-wide air transport system. On every critical front of the world, American cargo-carrying planes are playing their part in carrying key men, vital materials, and providing the contact in remote areas of fighting that otherwise might be lost. Our present air routes span the world and, as always, the trade routes developed

by war will become those of peace. Certainly the happenings during the past 18 months leave the impression that when the world does return to peaceful trade, the pattern of foreign trade, in many important respects—not the least of which will be the means of transportation—will be different from the practices of pre-war days. This, incidentally, is the opinion of leaders in the export trade, not government officials or airline people alone.

The countries of the new sky-linked world which we will be living in after the war will be bound together more closely, geographically and physically, than our own states were as late as 1900. Even today, no spot on the globe is farther than 60 hours from any other spot. Just a few examples of the way in which the plane has shrunk our world are shown in Table 1. Here we see the approximate travel time and distances as we have known them in the past and as we will know them in the future.

• Of course, much of the overseas air cargo activity since we entered the war has not been based on sound transportation economics. It has been based on necessity instead. This is because there has been but one thought—how much can be moved overseas by air and how fast can it be carried. Cost, convenience of shipping, ground handling and other important aspects of air cargo transportation for the average shipper in normal times have been ignored. When the war is over, however, international air transportation will again be compelled to compete on an overall cost basis with the steamship which will for a long time be the cheapest; but always will be the slowest means of transportation as yet developed.

Commodities can be shipped on the modern freight vessel at less than half a cent a ton-mile; but it appears evident that with the use

of gliders and new developments in prospect, trans-oceanic air costs will run about five cents a ton-mile and there still will be a vast field for a delivery that is 25 times as fast on a cost that is only 10 times as much. To say nothing of the intangible costs of distribution which will be reduced by air transportation so that there will be savings in insurance, savings in inventories that have to be carried, and savings in idleness of goods while in long transit.

Both Igor Sikorsky and Glenn Martin, leading exponents of trans-oceanic aircraft, have repeatedly stated that the size of present-day flying-boat-transport is nothing compared to what they may be in the future. Recently Glenn Martin declared that he can build a 350,000 lb. flying ship that can carry 80 tons of cargo to Europe at a speed of over 300 miles an hour. This means a capacity of 24,000 ton-miles an hour for each one of these units. Along this same line of thought, Andrew J. Higgins, of New Orleans, has recently been quoted as saying, "We've learned much in war manufacturing that can be applied to civilian production. I am convinced that transportation of freight by air overseas can ultimately be cheaper than by ship, for instance, I am developing cargo planes made largely of wood that are stronger, lighter and cheaper than metal planes."

What will make air cargo transportation attractive to many exporters and importers, however, is that in international trade there are a number of costs other than the ton-mile cost of moving the commodities involved.

• In international trade, there is a great difference between what a producer or exporter receives for his goods and what the consumer in a foreign country pays. Intermediary charges enter heavily into final cost. An article selling for \$50 in the United States may well have to be sold for \$100 in some foreign country. The costs that so boost the price of our goods in foreign countries result from charges for export packing; inland railroad transportation; light-erage at one end of the ocean journey or both; loading at an American port and unloading at the foreign port; consular fees; marine insurance premiums; import duties in the foreign country; port and transportation charges in

TABLE I
Comparisons of Surface and Air Travel Times

From	To	Surface Time	Air Time
New York	Chungking, China	11,300 mi. 31 days	7500 mi. 38 hrs.
New York	Moscow, Russia	5700 mi. 8 days	4525 mi. 23 hrs.
New York	London, England	3700 mi. 5 days	3462 mi. 17 hrs.
San Francisco	Brisbane, Australia	8200 mi. 21 days	7050 mi. 35 hrs.
Chicago	Fairbanks, Alaska	4090 mi. 8 days	2730 mi. 14 hrs.

the EXPORT TRADE

By JOHN H. FREDERICK
Professor of Transportation,
School of Business Administration,
University of Texas

the foreign country, and financing costs. It is in this area—the spread between what the producer receives and the foreign buyer pays—that air transportation stands ready to assume an important part in reducing costs. If air cargo transportation tends to decrease these costs in international trade such decreases will do much to offset any difference in ton-mile costs between air and ocean transportation.

• The speed of air cargo transportation is of tremendous importance as a factor tending to reduce costs. Grover Loening is authority for the statement that "the air method of shipping is no less than 25 times as fast as what is now used, since aircraft can travel over the oceans of the world at 250 miles an hour compared to the desperately slow pace of 10 miles an hour of the average freight ship." Since this is already so, and the trans-oceanic air-cargo carriers of the future will travel at even greater speeds, the matter of lessened time in transit will save a large part of one of the present important international trade costs namely, interest charges on the money invested in the goods being transported.

Writing in *Aviation* a short time ago, George F. Bauer, a member of the International Trade Commission, stated that since goods shipped by cargo planes will require only 1/25th of the time now needed in transit, the money represented by these products will consequently be tied up for only 1/25th of the present time, or the

time involved for transportation by steamship. If we estimate the export and import trade of the United States to amount to about \$800,000,000 a month, the conservative interest charge would amount to one half of one per cent of this amount or \$4,000,000 monthly, or \$48,000,000 a year. When air cargo transportation is used for much of this trade the interest charge will be cut to at least 1/25th of that

now paid on money invested in the type of products which will move by air. Under such circumstances many of the heavier and bulkier products which many say cannot stand the ton-mile costs of air transportation may move into the air because of savings in interest charges alone.

Mr. Bauer also points out that actually the time saving factor



Press Assn.

China Clipper speeds out from San Francisco Bay.



Press Assn.

Anzac Clipper at Clear Lake, California. These planes, and others like them, are now in naval service.

will apply during periods that goods are shipped from the interior to the seaboard and from the foreign seaport to the interior of a foreign country, as well as during the over-ocean journey, since air cargo transports will not have to stop at either seaboard for trans-shipment of goods.

• The time factor alone will, therefore, be an important one in shifting many products from sea to air transportation in the future. But there are certain direct charges of export shipping which may also be reduced. Export packing charges, to select but one of these "extra" costs always been high for ocean transportation. Methods of ship loading and stowage have demanded strong, heavy, boxing and

crating as a rule. Facilities for handling cargo in foreign ports as well as in our own, are often inadequate so that cargo stands the chance of being damaged unless fully protected by special types of export packing. As a result, when the usual forms of transportation are employed, the export packing sometimes increases the cost of an article by from 10 to 20 per cent. In most cases this is not the cost of the container itself, but rather the pyramided charges assessed on it since ocean freight is paid on a weight or measurement basis whichever yields the steamship operator the greater revenue and customs duties and internal revenue taxes in foreign countries are greater because based on the landed cost of the shipment. The

heavy packing and boxing with which we are familiar in water transportation can be changed to very light packing or eliminated entirely for air cargo shipments.

Another group of costs in foreign trade which will be reduced, as time in transit is cut down to a mere fraction of the present, will be those connected with insurance. Marine insurance is a vital part of the export and import trade and its cost is a necessary part of all foreign trade transactions. The marine insurance underwriters have already adapted their policies to cover air cargo risks and are prepared to carry on in this field as more and more traffic moves off surface ships and into the air.

Rates can be adjusted in accordance with the operations and experience of the various international airlines and types of goods carried. Special insuring clauses may be added to the existing policy types if trans-oceanic planes of the future fly at altitudes greatly in excess of those now used by commercial planes; and in the case of certain types of goods it may be necessary to introduce clauses freeing underwriters from claims arising from extraordinarily low temperatures on account of these altitudes as well as the greatly reduced atmospheric pressure. Nearly all the risks offered for insurance will, however, probably be on goods which, if shipped by steamer, would be insured on terms known as "against all risks of physical loss or damage from any external cause." These same insuring terms will probably be applied to air-borne risks.

• Marine underwriters consider air cargo risks attractive but "spread of risk" is still quite limited, because the volume offered commercially for insurance has not been heavy. In the future, the rates and the attitude of underwriters toward air cargo may depend in part on the methods of loading and unloading cargo planes and the air terminal facilities for handling such cargo; as well as the airlines themselves, their management, equipment, personnel, operations and routes as they are or may be affected by the physical forces of nature.

One sure thing is that the policy covering an individual shipment by air cargo will not be in effect for so long a time as by surface means of transportation and, therefore, the premium and risk will be reduced accordingly. In addition, air transportation will eliminate many of the present risks of loss, damage, theft or pilferage which are reasons for high marine insurance costs today, thus reducing rates.

TABLE 2
Airports Designated by the Bureau of Customs
as Airports of Entry, 1943

Location	Without Time Limit	Name
Albany, N. Y.		Municipal Field
Brownsville, Texas		Municipal Airport
Buffalo, N. Y.		Municipal Airport
Burlington, Vt.		Burlington Municipal Airport
Caribou, Me.		Caribou Municipal Airport
Cleveland, O.		Cleveland Municipal Airport
Detroit, Mich.		Detroit Municipal Airport
Detroit, Mich.		Ford Airport
Detroit, Mich.		Wayne County Airport
Douglas, Ariz.		Douglas Airport
Duluth, Minn.		Duluth Municipal Airport
Duluth, Minn.		Duluth Boat Club Seaplane Base
Eagle Pass, Texas		Eagle Pass Airport
El Paso, Texas		Municipal Airport
Fairbanks, Alaska		Weeks Municipal Airfield
Juneau, Alaska		Juneau Airport
Ketchikan, Alaska		Ketchikan Airport
Key West, Fla.		Meacham Field
Laredo, Texas		Laredo Airdrome
Miami, Fla.		Pan-American Field
Miami, Fla.		Dinner Key Seaplane Base
Nogales, Ariz.		Nogales Municipal Airport
Ogdensburg, N. Y.		Ogdensburg Harbor
Pembina, N. D.		Fort Pembina Airport
Portal, N. D.		Portal Airport
Port Townsend, Wash.		Port Townsend Airport
Put-in-Bay, O.		Put-in-Bay Airport
Rochester, N. Y.		Rochester Municipal Airport
Rouses Point, N. Y.		Rouses Point Seaplane Base
San Diego, Cali.		San Diego Municipal Airport
San Juan, Puerto Rico		Isla Grande Airport
Seattle, Wash.		Boeing Municipal Air Field
Seattle, Wash.		Lake Union
Skagway, Alaska		Skagway Municipal Airport
Swanton, Vt.		Missisquoi Airport
West Palm Beach, Fla.		Roosevelt Flying Service Base
Wrangell, Alaska		Wrangell Seaplane Base
FOR ONE YEAR		
Akron, O.		Municipal Airport
Buffalo, N. Y.		Buffalo Launch Club Seaplane Base
Fort Yukon, Alaska		Fort Yukon Airfield
Great Falls, Mont.		Great Falls Municipal Airport
Havre, Mont.		Havre Municipal Airport
Miami, Fla.		Chalks Flying Service Airport
Niagara Falls, N. Y.		Niagara Falls Municipal Airport
Ogdensburg, N. Y.		Ogdensburg Municipal Airport
Presque Isle, Me.		Presque Isle Air Base
Sandusky, O.		John G. Hinde Airport
Spokane, Wash.		Spokane Municipal Airport
Watertown, N. Y.		Watertown Municipal Airport

As Grover Loening and other air cargo advocates have stated several times recently, we must change many of our concepts if we are to understand the full implications of air transportation, particularly in the export trade. One of these concepts is our present idea of a shoreline. There is no shoreline in the air. Air harbors are where you can land and can be of two kinds: a large area of land or, for seaplanes, a large protected water lagoon that can be quite shallow, as little as eight to 10 ft. in depth. The land airports need have no relation to a shoreline whatever and the water landing area need not necessarily be part of a harbor or have an outlet to the sea. On this basis, then, the world concept of importance assigned to excellent harbors for surface shipping changes and is very materially altered. For example, since on a great circle course, Chicago is very little further from Northern Europe than New York, there is no reason whatever why Chicago cannot be an important port for European imports and exports when air cargo transportation develops to its fullest extent.

- Since the plane can take off from an inland airport in one country and go directly to an inland airport in another, costs of transshipping goods at seaboard will be entirely eliminated. Here again is an "extra" whose elimination may go far toward leveling out any difference in ton-mile costs between surface and air transportation. Trans-shipment costs are high, involving as they do a considerable use of manpower and of course enter into the final prices paid by importers here or the customers of exporters in foreign countries.

Our present seaports are frequently congested and the fact that they are all large towns makes for high real estate values for warehouse space either for the storage of goods awaiting export or for bonded warehouses for imports. Aircraft arrive and take off for foreign countries at many of our

... "Air cargo will not supplant general cargo shipping by steamship. The 'all-by-air school of thought' seems to disregard the millions of tons of raw materials and finished products which must move at very low cost or not at all."

seaports, but their airports are not included among the airports of entry as shown in Table 2. This is because the collector of customs having supervision at each port, which is part of a customs district, handles the inspection of aircraft coming from foreign countries, and the passengers, merchandise and baggage carried therein, at these airports where aircraft have been given permission to land. Such airports are a part of the ports at which they are located and so not designated by the Bureau of Customs as "Airports of Entry."

Strictly speaking, our airports of entry are now confined to the nearest point in the United States provided with a suitable airport after an established airway crosses our border (see Table 2), but when they are scattered all over the country and more cargo comes in by air this situation will change. Goods will be brought by a direct means of transportation close to the point of effective consumption, chances of congestion diminish and the local public warehouses can be used with resultant lowering of total delivered costs. In some cases private warehouses of the importers, manufacturers, wholesalers or merchants can be bonded thus creating additional savings to the importer. In other words, our present ports will no longer be "bottle necks of traffic."

- We must realize that no place is any longer isolated. No place is stuck off by itself. All parts of the world are at the bottom of the same air ocean and anybody can get to any place from anywhere else via this boundless road of air, across which there can be no moun-

tain ranges, nor any impassable jungles nor any other physiographical obstacles that can isolate any place in the future.

Air cargo transportation will definitely not supplant general cargo shipping by steamship. You can, of course, move almost anything anywhere by air if you really set out to do so and can get adequate equipment. And, as has been pointed out previously, you can move it very fast. But it must be remembered that you move goods by air in small units as compared to the capacity of a cargo vessel. The "all-by-air school of thought" as these optimists have been characterized by W. L. Runciman, Director-General of British Overseas Airways Corp., seems generally to disregard the millions of tons of raw materials and of finished products which move many thousands of miles about the world but which must move at a very low cost or not at all.

- It is a matter of history that lines of communication developed in war inevitably become trade routes in the peace that follows. Our airlines, as recently pointed out by Leslie E. Neville, editor of *Aviation*, "were ready for the next step in their growth when this war came. The war has shortened the time for development of world airways by many years. We must take full advantage of this accelerated progress. Hourly service between New York and London and other miracles of transportation will be realities before the war ends. We must readjust the tempo of business that this and other international airlines' services will make possible."



Courtesy The Glenn L. Martin Co.

... The 70-ton flying boat Mars returning from her maiden flight. This ship, largest flying boat in the world, is hailed as an answer to the present shipping crisis. A number of these planes, because of speed and frequency of trips, may be able to move as much cargo as surface ships.



Air Express Shipments Set New Records in '42

Air express transported by the nation's commercial airlines in 1942 broke all records for number of shipments, weight and revenue, according to figures recently released by the air express division of Railway Express Agency. Weight of shipments was 10,582 tons, an increase of 93 per cent over 1941. Number of shipments totaled 1,405,320, up 7.5 per cent over the previous year, while gross revenue exceeded \$9,000,000, 111 per cent better than in 1941.

The increased use of air express for movement of essential war materials during the year boosted average weight per shipment to 15.4 lb. from 8.6 lb. in 1941. Average charge for shipment was \$6.43 compared with \$3.27 the previous year. During the latter part of 1942 more than 35 tons of air express were being flown daily.

Los Angeles Takes Steps To Enlarge Its Airport

To keep Los Angeles apace with the tremendous strides being made by air transportation and particularly to prepare for postwar activity in air cargo handling, plans for materially enlarging the area and facilities of the Los Angeles Municipal Airport were made at a recent meeting of the Los Angeles Airport Commission.

Plans were developed at the meeting for acquiring through condemnation proceedings 260 acres of land contiguous to the present field. The enlarging proposal also provides for relocation of railroad tracks that run east of the field and for rerouting a highway.

Use of the additional land will permit increasing the length of the present landing and take-off runways, Wayne H. Fisher, president, Board of Airport Commissioners, announced. The program, Mr. Fisher stated, is part of postwar planning for large-scale terminal operation.—Herr.

New Type of Synthetic Rubber Reported for Aviation Use

Goodyear Tire and Rubber Company, Akron, O., reports that Chemigum, synthetic rubber, is undergoing "conclusive tests at present, for use in hydraulic accumulators. Company engineers are said to have perfected a Chemigum of sufficient flexibility and resilience to warrant the replacement of other types of compounds for this purpose.

Chemigum is especially adapted for diaphragms and its use will help assure at all times, enough fluid for individual or simultaneous operation of the flying, landing and takeoff controls, including the controls for operating the retractable landing gear.

New Nylon Airplane Tire Reported as 100% Tougher

A new type of nylon airplane tire, said to be 100 per cent stronger than any previously known, has been developed by the United States Rubber Co. The material which formerly made possible the sheerest of silk hose is reported responsible for the great strength of the new product. The amount of nylon used in one medium-sized tire would make 186 pairs of women's hose, the company said.

The use of nylon in tires was begun experimentally many months before Pearl Harbor. They were tested on long bus runs and were said to have made remarkable records. The Air Force is said to have seen in this product's toughness an answer to its quest for a tire that would stand up under the extra heavy loads of new type planes.

The new nylon tires are said to be more than twice as strong as any made from rayon or cotton fabric. They are now in use on the fighting fronts. The company believes there will be important commercial developments of the product after the war.

● The future of America is in the air, and trade routes developed by war necessity will be continued after the war, Geoffrey F. Morgan, Douglas Aircraft Co., Inc., Santa Monica, Cal., told a War Needs Conference recently at Bakersfield, Cal.

"Planes which have been used exclusively to transport war materials can be converted easily for passengers and freight," Mr. Morgan said. He emphasized that the aircraft industry will continue to expand.

"Airports and airlines will form a network across the world," he predicted. "Planes, which travel in the only universal element, will be able to cross every part of the globe with complete disregard of the restrictions which are now imposed on land and water transportation."—Herr.

Air Cargo Between Americas Showed 650% Gain in 1942

As a result of rapidly increased operations in the prosecution of the war, Clippers of the Eastern division, Pan American Airways flew three million more miles during 1942 than during the previous 12-months period, a summary of the year has revealed.

Inter-American travel on the division's routes, which crisscross the Caribbean and extend from Miami to Buenos Aires, showed an overall gain of 11 per cent over 1941, despite the conversion of much of the passenger load space to essential wartime cargo, and the use of many planes for training programs.

An expansion of 650 per cent in air cargo through the international gateway of Miami was recorded, the bulk of which was carried in connection with defense bases and the war effort.

Waterways and Terminals . . .



Great Lakes Shipping Opens 15 Days Earlier

Navigation on the Great Lakes between Toledo, O., and Detroit, Mich., opened March 2, 15 days earlier than last season, when the freighter James Watt left Toledo with a cargo of 6,000 tons of coal. Daily trips are scheduled. Last year the steamer made the first trip on March 17.

Ore Cargo Preferences Suspended Temporarily

To allow free movement of coal and grain on the Great Lakes before iron ore traffic reaches the full stride of the 1943 season, the Office of Defense Transportation has suspended temporarily certain restrictions intended to give preferential treatment to ore cargoes.

Contracts Placed for More Coastal Cargo Vessels

Contracts for the construction of 14 coastal cargo vessels have been awarded to two firms located on the Great Lakes and the Gulf Coast, the Maritime Commission announced today.

The Barnes-Duluth Shipbuilding Corp., Duluth, Minn., will construct eight of the vessels on a price-minus basis of \$950,000 per vessel and the Ingalls Shipbuilding Corp., Decatur, Ala., will construct six ships on a fixed-price basis of \$950,000 per ship. All 14 ships will be delivered into service this year.

New Directive Issued On Shipping Containers

In order to assure adequate distribution of shipping containers for the packaging of military and civilian products, producers and shippers of military combat equipment, Lend-Lease materials, foods, and many other essential items are assigned high preference ratings for the procurement of shipping containers.

The order (P-140) issued last month by the Director General for Operations, benefits a number of industries, and assures containers for the shipping of many millions of dollars worth of products. Included among those aided are farmers, manufacturers, tobacco processors, flour millers, bottlers, textile mills, chemical plants, meat packers, fishermen, and others.

It covers all outer wooden containers which are made from lumber, veneer, plywood, or staves, and outer shipping containers which are made from corrugated or solid fibre. It also includes parts such as shooks, cleats, staves, veneer, plywood, corrugated or solid fibre which are cut to size for these containers.

Under its provision, preference ratings are assigned for the procurement of shipping containers according to the importance of use.

Although the order establishes ratings on the order of relative essentiality of various products for the armed forces and civilians, it also gives consideration to the degree to which the products can be satisfactorily packaged in more than one type of container.

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Tugboat "Louisiana" with tow of
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"In Transit" Shipments Defined By Recent Interpretation

"In transit" shipments of materials subject to import control are defined in Interpretation 1 of General Imports Order M-63 as amended Jan. 18, last. The interpretation was issued last month by the Director General for Operations, WPB.

M-63 provides exemption for any material which was in transit to a point within the continental United States on the governing date, the date such material became subject to control.

Paragraph (a) (6) of the order provides that: "Material shall be deemed in transit if it is afloat, if an on board bill of lading has actually been issued with respect to it, or if it has actually been delivered to and accepted by a rail, truck, or air carrier, for transportation to a point within the continental United States."

According to the official interpretation, on board ocean bills of lading must have been issued on the governing date for shipments by boat to be considered in transit on such date. Therefore, shipments which originated on the governing date by rail, truck, or air for transportation to a specified port and thence to their destination by ship would not be deemed "in transit" as defined by the order.

No Strikes for Duration, Say Great Lakes Tugmen

There will not be any strikes of unlicensed men on American tugs on the Great Lakes this spring or for the duration, according to A. A. Wolf, Buffalo, grand president of the Tug Firemen, Linemen, and Oilers' Protective Assn. Issues in the 1943 negotiations with the Great Lakes Towing Co. seem headed for a War Labor Board decision. Negotiations between the company and the union started Feb. 23, and ended March 2 with two points unsettled. Those are a raise of 40c. a day to \$10.40 and extra men for crews of tugs engaged in ice-breaking. Strikes on harbor tugs have been frequent in recent years. The Great Lakes Towing Co., which operates in nearly all major Great Lakes ports, has signed for 1943 with the Officers' Licensed Tugmen's Protective Assn.—Kline.

Craft Crossing River Line Held Interstate Carrier

In ruling Cornell Steamboat Co., New York, a common carrier subject to its jurisdiction, the Interstate Commerce Commission recently handed down a precedent decision on two counts, according to the *Chicago Journal of Commerce*. Tow boat companies, the Commission ruled, are regulated by Part III of the commerce act and, water carriers' operations between points in the same state may be interstate commerce.

The Cornell Co., which operates a towing service between New York City and Albany, had argued that it was not a common carrier because, under the common law its function was that of a private agent. Further, it argued it was not in interstate commerce because its service was only between two ports within the same state.

The ICC, however, not only ruled that the Cornell Company was a common carrier subject to its control, but that all tow-boat operations are water carrier operations, and subject either to common or contract carrier

regulations of the 1940 transportation act. In addition, the commission held that where a carrier crossed the center of the Hudson River in plying between Albany and New York, its route was in interstate commerce because it then had entered the territorial waters of New Jersey for a portion of the voyage.

It is pointed out, the *Chicago* daily reported, that this would appear to apply also to the Mississippi, Ohio or other river carrier operations where the center line of the river formed the boundary between two states, on the ground that it would manifestly be impossible, except under unusual channel conditions, to adhere only to one side of a river in all movements between ports within the same state.

Barge Transportation Urged For San Francisco Freight

The Bay Area Maritime Committee and the State Board of Harbor Commissioners are urging, as one solution to the Pacific Coast transportation crisis, the construction and operation of barges for the transportation of farm and other products on inland waterways to San Francisco. The Sacramento river, for instance, flows from the rich Sacramento valley into San Francisco bay and was once used extensively as a means of transportation. Saving of rubber and gasoline is one big argument in favor of the revival of barges.

At recent meetings on the subject, attended by long lists of distinguished transportation men from all over Northern California, including representatives of agricultural groups, the barge operation project was considered one solution, not only of the farm crop transportation problem, but as a means of relieving congestion at San Francisco and Oakland. If barges were used, a fair tonnage of freight coming from eastern points could be transferred to barges at Stockton and Sacramento, it is said, thus relieving rail congestion at the metropolitan centers. Small barges, that might be handled in trains, are being considered chiefly.

Seattle already has about 18 war construction contracts, one for the construction of barges worth from \$500,000 to \$1,000,000. Sound Construction and Engineering Co. is doing the work.—Gidlow.

Application of CMP To Ship Building

Application of the Controlled Materials Plan on the nation's merchant shipbuilding program was discussed recently in a three-day conference in Washington between Maritime Commission officials and representatives of more than 30 leading shipyards.

Rear Admiral Emory S. Land, chairman, Maritime Commission, addressed the conference and A. D. MacLean, assistant director, Production Division, outlined a three-point program under the Plan so that shipbuilders can obtain maximum supply of steel, copper, and other strategic materials available.

Mr. MacLean said that with a definite and approved shipbuilding program, material requirements for the program can be accurately computed, and finally, mechanism will be arranged so that computed requirements will reach consumers when and where needed. He emphasized that the Plan covers materials only, and that shipbuilders should make estimates of their required steel and copper so that man hours and machine hours will be coordinated and available immediately to absorb the materials as delivered.

Washington News . . .



● Rivers, harbors, and flood control appropriations by Congress have been very limited this year. But you can't take for granted what you learn from the Budget. There are great sums hidden in various appropriations for the War Department, especially for the Army's Corps of Engineers, that have been spent and will be spent to make our inland waterways the finest system of traffic highways in the world. The hush-hush of the military is readily understandable. Secretary of Commerce Jesse Jones, however, is not so close with information. Through one of his special assistants, Thomas E. Lyons, we are told that before navigation closed on the Great Lakes on December 9, more than three-fourths of all U. S. iron ore produced, 92,000,000 gross tons, moved from Lake Superior ports to blast furnaces in the Chicago, Lake Erie, and Pittsburgh areas. Equivalent to loading 1,840,000 hopper cars of 50-ton capacity, it is an increase of 20 per cent over the previous season. All freight on the Great Lakes topped 1941 by 5½ per cent. The increase certain this season will be covered by new construction of additional locks on St. Mary's River, and a great fleet of ore carriers.

Inland Waterways . . .

● Secretary Jones emphasizes the Mississippi drainage basin, 1,250,000 sq. mi. including 31 States from the Rockies to the Appalachians, have 71 per cent of the nation's agricultural producing lands, 69 per cent of the farm population, 99 per cent of the iron ore, 82 per cent of the petroleum, 95 per cent of the bituminous coal. The Mississippi System, with 20 main tributaries, 20 secondary streams, and the Intracoastal Canal on the Gulf of Mexico, now has 6,000 miles of navigable channels 6 to 9 ft. deep, linking vital centers of population. Since 1920, Army engineers has spent over \$500,000,000 for navigation and flood control in the Midwest and South. The river distance from St. Louis to New Orleans has been cut down a day's trip downstream, 156 miles.

A series of locks and dams between Pittsburgh and Cairo has made the Ohio a year-round waterway for heaviest barges. Modern terminals are now available for interchange of rail, truck and river

By ARNOLD KRUCKMAN

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traffic. Over \$50,000,000 has been spent on floating equipment and terminals on the Mississippi System by carriers. Secretary Jones states the old Mississippi and its tributaries now have over 160 regulated carriers with 3,000 towboats and barges. There are 26 common carriers with 1,350 ships. The figures do not include the Great Lakes. River carriers own from one craft to fleets of 300, towboats ranging up to 2,500 h. p. able to handle 15,000 tons, equivalent to 300 freight cars loaded to capacity, and barges ranging from 100-ton to 2,800-ton capacity, open-top, covered, and tanker equipment.

Present cargo, the Secretary says, includes an unprecedented movement of petroleum; sulphur from Texas and Louisiana to the Great Lakes area, New England, Ohio Valley and as far east as Newfoundland; scrap iron; coal. Steel, heretofore important on the rivers, has fallen off 60 per cent. This product, and others by reason of heavy demand on rail traffic, is expected to go by water if Government plans work. Apparently the Commerce Department proposes to do its utmost to divert various shipping schedules to the rivers to clear the rails for other needs now impending. Steel and cement already has been shifted. Mr. Jones indicates the Defense Plants Corp., of which he is the head, has made the Inland Waterways Corp. and the Corps of Engineers its agents in developing floating equipment to move 6,000,000 bbl. petroleum. The equipment, converted dry cargo steel barges and wooden barges, will be chartered to individual carriers under supervision of ODT. Over 122 barges, 1,300,000 bbl. capacity, have been converted by 28 contractors. Wooden barges to replace the steel barges in river traffic are under contract for conversion. More steel barges are expected to be built quickly to take fuel oil into the East. Wooden barges will be used on the intercoastal waterway to St. Joe and Carrabelle, Fla. Deliveries of the initial 275 are scheduled in April. Over 225 are on contract in addition.

To quicken operations on inland waterways ODT recently authorized five large barge operators to combine, naming American Barge Line Co., Campbell Transportation Co., Inland Waterways Corp. (Federal Barge Lines), Union Barge Line Corp., and Mississippi Valley Barge Line Co. . . . WPB announced 95,000,000 gross tons tentative quota for 1943 Great Lakes iron ore movement, 3,000,000 tons more than the all-time record in 1942. . . .

Civil Aeronautics . . .

● WPB authorized resumption of work on airports at Longview, Tex., and Devil's Lake, N. D. . . . State Department has announced extension of agreement between U. S. and Canada for reciprocal operation of air transport services. The original agreement was made in 1940. It now runs until the end of the war. . . . Civil Aeronautics Board has ordered 11 major airlines to show cause why their rates should not be reduced.

William A. M. Burden, special aviation assistant to Secretary of Commerce, told the House Interstate and Foreign Commerce Committee, our military transport planes might easily be converted after the war into cargo planes, if engineers and others will devote years to careful planning and hard work.

W. J. Dilner Transfer Co., Pittsburgh, Pa., applied to Civil Aeronautics Board for permission to operate plane and glider air transport service to carry household furnishings, office furniture, machinery, etc., from airports in Pennsylvania to any State and to Alaska. The plan is to tow several gliders with cargo, and to specialize in expert packing of the type of cargo outlined. Minimum basis of transport is to be 200 miles. . . . Shawmut Air Freight and Transport Co., Boston, has applied to Civil Aeronautics Board for permission to operate to England, to Canada, and practically to all principal airports of Eastern United States. . . .

Dr. John Crane, Interstate Commerce Commission, has been directed to study which commodities now carried by rail could be flown at rates equal or less than present long-haul railway freight tariffs, considering packing, size, fragility, perishability, and trade trends in-

volving speed. ODT and President's Transportation Board furnish source material.

Office of Coordinator of Inter-American Affairs reported upwards of 200 tons crude rubber have been freighted by air from Central and South America. Army planes bring it in 100-pound sacks to San Antonio, where it is picked up for further transport. Planes bring as much as 4,000 lb. per trip. . . . Its fashionable in Washington to pound Rep. Luce for her "globaloney" air carrier speech; but also it is remembered that recently a British Member of Parliament told Government acquaintances Scotch shipbuilders in Western Scotland were planning to take over plane production after the War, and plan to be first to produce 5,000 cargo planes to capture global transport business. . . . Andrew J. Higgins, New Orleans, has a \$5,000,000 contract to build freight-carrying cargo planes for the Army. . . .

Transportation . . .

● Much legislation has been proposed affecting transportation. HR 2167 would exempt State and political subdivisions from paying tax on transportation. . . . HJR 92 authorizes War Shipping Administration to make refunds on freights when transportation was not completed. . . . S 821 provides for more rural post roads. . . . HR 2081 makes National Life Insurance available to mer-

chant seamen. . . . HR 2084 makes persons who served on U. S. Shipping Board vessels during World War I veterans in the military sense. . . . S 679 provides railroads must transport merchant seamen on authorized leave at reduced rates. . . . S 681 makes a criminal out of any one who transports a book or picture or periodical or newspaper considered objectionable. . . . S 13 provides training for air-traffic control-tower operators. . . . S 16 provides regulation of lighting of airports and other landing areas for air commerce. . . . HR 830 provides vessels controlled by War Shipping Administration shall be named for soldiers, sailors, marines, killed in this war. . . . S 162 clarifies the law governing War Shipping Administration. . . . S 104 amends the law to make aircraft transport safer. . . . S 30 creates a Department of Aviation. . . . S 163 amplifies power of Government in regard to shipbuilding. . . . S 154 regulates sizes and weights of motor vehicles on highways. . . . HR 908 amends the law establishing a retirement system for employees of carriers. . . . S 15 provides technical training for air transport workers. . . . S 140, S 181, HR 860, HR 2099, S 844, S 855, all liberalize and extend and in many ways make the Railroad Retirement Act of 1937 broader in covering employees and relations of employees than is possible under the present

terms of the law as now written.

OCD calls upon all persons to share private transportation facilities for freight as well as carriage. . . . ODT has ordered essential motor vehicles repairs should take precedence over repairs which may be put off without danger or impairment of the mechanical life of a vehicle.

Appeal to Shippers . . .

● ODT appealed to shippers to remove dunnage, nails, strapping, and other debris from freight cars to speed up movement of war materials. . . . Shippers and packers of fruits and vegetables are urged by WPB to file application immediately for their second quarter supplies of nails and wire. If they do not they make haste then will lose their allocations.

Toll bridges and toll highways are exempt from price control by OPA ruling. . . . ODT predicts rationing of used trucks and other commercial vehicles. Motor carriers delivering to Army, Navy, U. S. Maritime Commission, and War Shipping Administration, may operate over 35 miles an hour if they carry permits and display flags. . . . Eastbound empties from the Pacific Coast are now reaching the East in a more orderly manner as the result of a routing plan worked out by the Car Service Division of the AAR and ODT.

Transformation of a Port

(Continued from page 31)

vehicles scurry over highways and docks, and in and out of warehouses.

Thousands of freight cars are shunted in and out weekly. One of the railroads' tasks, now nearly completed, is removal of the mountains of scrap rubber, dumped at the port from nine Atlantic seaboard states. Army Air Forces authorities at Port Newark agree with traffic men who contend that the railroads are performing a Herculean task with remarkable speed and efficiency.

"If our marine distribution facilities were anywhere near as good as our railroad facilities, we would not have a real transportation worry," one officer said recently, "Facilities here are good and are getting better, but the big cry is for ships, ships and more ships!"

One of the most extensive and interesting of the operations at the port is the preparation of Army Air Forces equipment for shipment.

Some are crated in the type of boxes that caused the two little old ladies such concern. Their confusion is understandable. These "parcels" are literally as big as a house, or at least of the general dimensions of a five-room seashore bungalow.

The big crating line has a staff of specialists trained for virtually any Army Air Forces equipment

repair or rebuilding job which shipment to the depot may make necessary.

Port Newark, as a lend-lease and Air Command depot, receives great shipments of lumber, and furnishes an interesting example of the Army's efficiency. Since the Air Service Command took over Port Newark, there has been only one fire there. The damage: \$25.

Tires . . .

Jesse H. Jones, Secretary of Commerce, recently stated that about 11,000,000 tires have been turned in to the Defense Supplies Corp., under the Idle Tire Purchase Program inaugurated in Oct., 1942. Of that total, 7,240,000 have been appraised and paid for. About 50 per cent of the 7,240,000 tires for which the Corporation paid approximately \$12,500,000 were appraised as scrap.—Leffingwell.

Carriers in Pittsburgh Plan Consolidation

Common carriers in Pittsburgh are working on a consolidated pickup-and-delivery service whereby motor-freight shipments will be pooled and handled by one common carrier instead of individual trucks.

The carriers plan either to have one central terminal in the downtown district, or to split the territory into areas with trucks operating in each area. Plan is scheduled to be submitted to ODT for approval; and to be in April 1. About 70 common carriers in the Pittsburgh area are eligible to participate.—Leffingwell.

Cold Storage . . .



Reports 22 States Have No Laws To Regulate Cold Storage of Food

Dr. Herman C. Lythgoe, of the Massachusetts Department of Health, in a recent survey reported to the American Chemical Society, directs attention to the fact that 22 states have no law governing the cold storage of food. Seventeen states, according to Dr. Lythgoe, have general cold storage laws, one has a general act of partial regulation, one has a law pertaining only to the licensing of warehouses, one has a law regulating the dressing of poultry, and six have laws regulating only the sale of cold storage eggs.

The States which have cold storage laws, exclusive of those pertaining only to the sale of eggs, include: California, Delaware, Illinois, Indiana, Iowa, Louisiana, Maryland, Massachusetts, Nebraska, New Hampshire, New Jersey, New York, Ohio, Oregon, Pennsylvania, Utah, Virginia, and Wisconsin.

"Many of the States having no cold storage law nevertheless inspect the warehouses and the food contained therein under the general sanitary and food laws," Dr. Lythgoe points out. "There is no national cold storage law today. The United States Food, Drug, and Cosmetic Act of 1938, contains provisions regarding sanitation in

the food industry, and, therefore, the necessity for a Federal cold storage law is not now so great as it was 20 years ago.

"Most States permit storage for a period of 12 months. One State permits nine-months, one State permits 10-month storage with provisions for extensions of time; and some States permit extensions after 12 months of storage.

"So-called locker freezers have been introduced in recent years. They are fairly common in the producing areas but not so common in consuming areas. This type of freezer was not in existence when most of the cold storage laws were placed upon the books. A few States have amended their laws by making special provisions for such plants and relinquishing many of the requirements so necessary in public cold storage warehouses.

"The purpose of the locker freezer is to enable the consumer to freeze articles of food which he himself has raised or purchased at wholesale and which he intends for consumption by himself and his family. There is but one such plant in Massachusetts. If these locker plants are found to be successful, they undoubtedly will increase in number in the United States," Dr. Lythgoe concluded.

Lockers Installed By Textile Concern

A quick freeze locker storage plant has gone into operation at Alexander City, La. With its 400 locker capacity, it is said to be the largest of its kind in the state. The plant was erected by the Russell Manufacturing Co., textile concern, and it designed to take care of the storage needs, both of vegetables and meat, of its employees and surrounding farmers.

If used to normal capacity, it is said the plant will take care of 500,000 lb. of meat and vegetables annually. It is the experience of similar plants that a normally used locker will be emptied and refilled three times within a year. The new plant has a killing room as

well as a chill room, a salt bin room, a quick freezing room, a smoking room, a locker room and a meat cutting room.

The Russell Manufacturing Co. is encouraging its employees to raise their own vegetables and meat.

Ventilated Box Cars For Citrus Fruits

Record demands on the nation's refrigerator car supply have necessitated more extensive use of ventilated box cars for the transportation of citrus fruits by Florida railroads, according to Warren C. Kendall, chairman, Car Service Division, Assn. of American Railroads.

Mineral Wool Standard For Cold Storage Issued

The National Bureau of Standards, U. S. Department of Commerce in cooperation with the Industrial Mineral Wool Institute, announced recently the successful establishment of Commercial Standard CS 105-43, Mineral Wool; Loose, Granulated or Felted Form, in Low-Temperature Installations.

The Standard covers both cold storage area and pipe line mineral wool insulation. Based on extensive research by fully qualified engineers comprising the Institute's Specifications Committee, it also includes recommendations by engineers of the refrigeration field generally. Gratification that the Standard is established was manifest, it is said, by hundreds of letters of acceptance from mineral wool manufacturers, refrigerating engineers, cold storage warehouses, food packers, government agencies and others interested in this field.

Proclaiming the Standard a milestone in the mineral wool industry's endeavors to serve the public interest, T. C. Carter, president of the Institute, stated that a Standing Committee will be formed which is representative of manufacturers and users of mineral wool, to revise the Standard periodically and maintain its requirements in accordance with good engineering practice.

Chicago Firm Develops Dehydrated Business

Central Cold Storage Co., Chicago, has found in the rapidly developing dehydrated egg industry a means for offsetting loss of revenue from normal commercial sources, Jared W. Fox, company president, revealed in his annual report to stockholders, made public early last month.

"Our tonnage has held up well in spite of the fact that many items were stored for a short hold only," Mr. Fox said in his letter to stockholders. The dried egg business has grown by leaps and bounds during the last two years and, in order to accommodate one of our tenants who is a heavy storer of both frozen and shell eggs, we have recently rented him considerable common storage at our Clark St. warehouse for an egg drying plant."—*Slawson*.

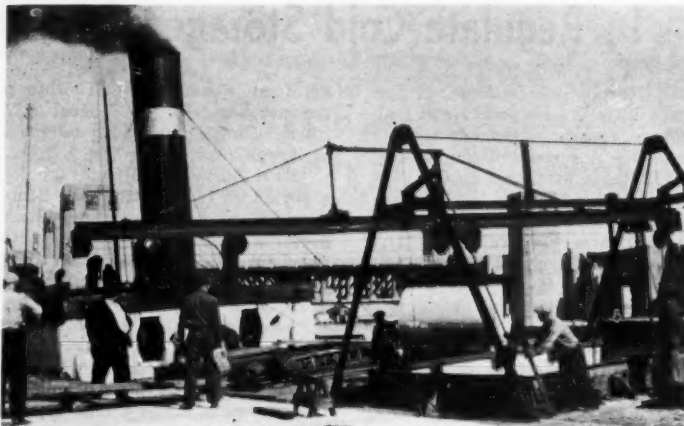
• Developments which cannot be illustrated at this time because of military restrictions, are revolutionizing methods of marine handling.

HOW WAR IS CHANGING

IT is unfortunate that military restrictions will not permit us at this time to illustrate and publicize many of the improvements and developments which have been made in handling, by various branches of the armed forces. But we can say, here and now, that these developments will have a tremendous effect on the future of marine handling.

Many plans and proposals made by marine and mechanical engineers were set aside in the past, because of the cost involved, and the effect it might have on old ships. It is regrettable that a lot of these ideas were never developed to the point of practicability, because of the reluctance to scrap the old, and make place for the new. This has resulted in our having to accept a number of the old methods, in connection with the construction of new vessels, instead of incorporating the latest types of materials handling equipment as an integral and structural part of a ship.

However, as previously stated,



(Courtesy North Pier Terminal)

... Handling news print with ship rigs, as shown above, where 2,000-lb. roll is being handled, will discharge 100 tons an hour.

global war has forced some of these new developments through, and today, in the movies, the pictorial magazines and daily newspapers, we see occasionally photographs of modern landing barges, where

the front of the barge is a gangplank, to permit quick unloading of equipment, supplies and men, to beach-heads, thus eliminating the necessity of building docks and wharves.

In the past, cargo winches on ships, the booms, etc., have been of light capacity, because most of the supplies shipped for export, were knocked down, boxed, and shipped in small load units. Today, the demand is for speed. Large trucks, tractors, tanks, machine tools, etc., have to be lowered into the holds of the ships, completely assembled and ready for immediate operation when unloaded. This requires auxiliary equipment, even in large ports. In World War 1, we were able to build wharves equipped with cranes of large capacity in French harbors. In this war, we are handicapped because we are not able to do this in the harbors and along the beaches of the seven seas. Many of the out-of-the-way places where our forces are operating were never before touched by cargo vessels.

If we had developed better methods of loading and unloading ships, and had built vessels of improved design, instead of following old models, we should have been better prepared today for this "global war" that we now find ourselves engaged in.

It is difficult to create modern

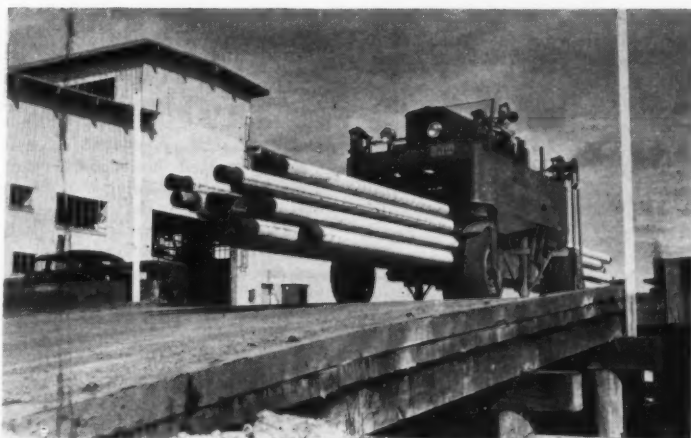


(Courtesy Towmotor Co.)

... Whether the material to be handled is cartons or cases, the use of fork trucks makes for quicker, safer and more economical handling and makes possible every cubic foot of floor space.

By MATTHEW W. POTTS
Materials Handling Editor

MARINE HANDLING . . .



(Courtesy Willamette Hyster Co.)

. . . Pipe, lumber, bundled steel, and similar materials are quickly loaded and transported by straddle trucks.

methods and build modern machines under pressure of emergency. But it is being done. If we are smart, we will learn our lesson from this experience and, in the future, continue to keep our merchant marine modernized both with respect to ship construction and in methods of raising and lowering supplies from and to the holds, and also in ways of rapid loading and unloading where modern dock facilities are not available.

Materials handling of the future, in the marine field, has many possibilities, and ships in the future will be constructed in such a way that tractor trailer trains, fork trucks, straddle trucks, and similar modern materials handling equipment will be able to operate directly into and out of ships' holds. More and more, shipments are going to be made in palletized or strapped unit loads.

Old vessels will have to be modernized with heavier cargo booms and rigging, and with winches of larger capacity. Speed of operation is going to be of prime importance. Time for loading and unloading will have to be reduced to a minimum.

The experience gained by the Navy, and by the Army Transport Service, in lashing heavy loads to the decks of vessels will permit the use of demountable unit load containers or some similar type of

unit, provided we start right now to lay plans and develop methods

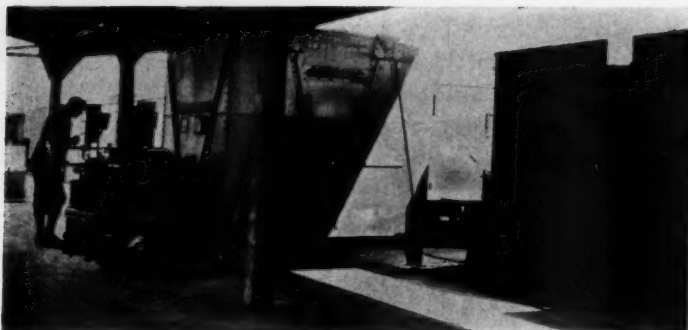
in other countries, so that they will be in a position to take advantage of this unit load idea. Otherwise, we shall have to design the units in such a way that we can use them either in this country or abroad, in connection with rail, barge, and motor haulage.

After the war, someone will have to coordinate international ideas on materials handling, so that methods employed in one country can be used in others. The materials handling equipment which our army and navy are sending to advance bases and into occupied countries is introducing modern methods of materials handling in places where they were never heard of before.

If materials handling equipment manufacturers, and ship owner operators, ignore these developments we will lose the advantages to be obtained from the use of these modern methods. Mechanization

POTTS SAYS . . .

- If we had developed better methods of loading and unloading ships, and had built vessels of improved design instead of following old models, we should have been better prepared today for this global war that we now find ourselves engaged in.
- More and more, shipments are going to be made in palletized or strapped unit loads.
- Old vessels will have to be modernized with heavier cargo booms and rigging, and with winches of larger capacity. Time for loading and unloading will have to be reduced to a minimum.
- After the war, someone will have to coordinate international ideas on materials handling, so that methods employed in one country can be used in others.
- We can do more to free labor throughout the world by teaching the use of good mechanical methods than we can by preaching Utopian doctrines and debatable theories of government.
- The use of tractor trains and fork trucks has permitted quicker handling of cargo on the docks and utilization of the cubical content of pier sheds, instead of just the square foot area.
- As the requirements of our armed forces increase we shall be faced with serious manpower shortage in all ports and terminals. The only way we can supplement this is to install more materials handling equipment. Unfortunately, this equipment is now as hard to get as new ships.
- Let us hope that we gain something from this experience that will enable us in the future to prepare for similar emergencies.



(Courtesy Baker Raulang)

... Demountable containers are handled easily with mechanical equipment. This ready-power gasoline-electric platform truck makes easy work of heavy bulky loads.

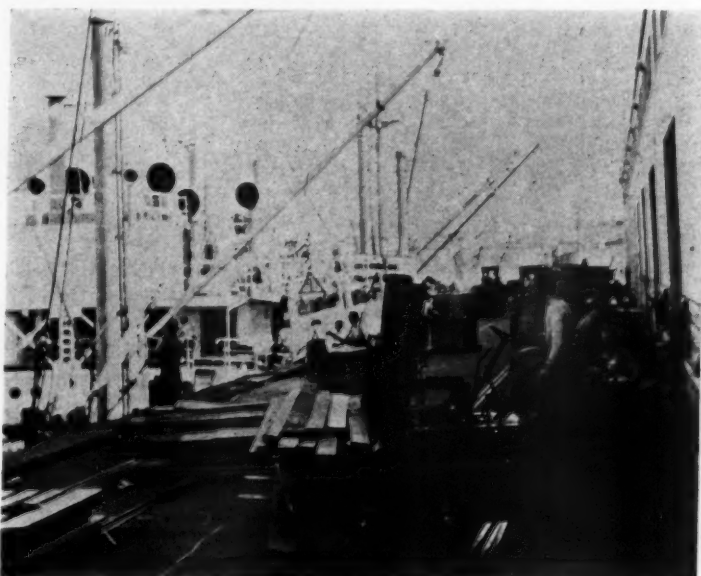
has always raised man's standard of living. We can do more to free labor throughout the world by teaching the use of good mechanical methods than we can by preaching Utopian doctrines and debatable theories of government.

This has been proven in connection with our own marine terminals, where operators have already started to take advantage of materials handling equipment to facilitate the unloading and stowing of cargo.

Modern methods which have been adapted have brought about so many improvements on docks where modern materials handling equipment has been installed, that we no longer find on these docks the winch man waiting for loads. Loads are brought to shipside faster than they can be taken away with the ordinary ship's gear. In a number of instances, all hatches are working simultaneously and auxiliary cranes of the mobile type are supplementing the ship's gear, both for handling into the holds, and for deck loads.

By bringing palletized unit loads up to the side of a ship, they can be swung as draft boards, directly into the hold for stowing. This has materially speeded up loading and unloading operations. The use of tractor trailer trains and fork trucks has permitted quicker handling of cargo on the docks and utilization of the cubical content of

pier sheds, instead of just the square foot areas. Many stacking and handling operations which were formerly impossible for gangs



(Courtesy Willamette Hyster Co.)

... Marine terminals everywhere find the fork truck a handy piece of equipment whether handling cargo or dunnage lumber.

of stevedores are now performed easily by mobile pieces of mechanical equipment, such as portable stevedore cranes, straddle trucks,

tiering machines, etc.

Better ships' gear, such as steel slings, automatic grapple bars, block hooks, spreader bars, and many other improved devices for use beneath the boom block, have also improved handling even on old cargo vessels with small capacity winches and booms. More and more, the emphasis is on heavier loads, and quicker handling.

The accompanying illustrations show some of the modern methods of materials handling, as they now exist. All of these have contributed enormously to improved working conditions, safer, and more efficient handling operations, and have permitted the loading of ships as speedily as possible under present conditions, even with the present manpower shortage.

As the requirements for our armed forces increase, we shall be faced with an ever more acute (Continued on page 54)



(Courtesy Electric Wheel Co.)

... In building ships, as in handling cargo, materials handling equipment reduces handling costs. Pneumatic-tired trailers reduce vibration over rough roads when handling propellers.

People . . .



Lyman W. Whitcomb, executive secretary of the American Granite Assn., monumental division, Boston, was unanimously elected executive secretary of the Massachusetts Warehousemen's Assn. at the regular monthly meeting of that organization, March 16, at the Parker House, Boston. **Sherman Whipple, Jr.**, president, presided. (Wellington.)

Roy A. Hoe has been named export manager of the Crescent Tool Co., Jamestown, N. Y., succeeding **S. F. Jones**, now in the Army. (Kline.)

J. Leo Cooke, vice-president and operating executive, Lehigh Warehouse and Transportation Co., and Lackawanna Warehouse Co., Newark and Jersey City, N. J., was recently elected chairman, Board of Governors, New Jersey Merchandise Warehousemen's Assn.

J. A. Jenkisson, in charge of advertising and sales promotion, Greyvan Lines, Inc., Chicago, left March 12 to become a member of the armed forces.

Henry R. Dorr, resident manager, Norton, Lilly & Co., was elected president of the Los Angeles Steamship Assn. last week, succeeding **Perry S. Newcomb** of the Barber Steamship Lines, Inc. **E. A. McMahon**, district manager, Luckenbach Steamship Co., Inc., was elected vice-president; **Fred A. Hooper**, district manager, American-Hawaiian Steamship Co., was re-elected secretary-treasurer, and **Margaret Bridges**, was re-elected assistant secretary. New directors are: **E. A. Mills**, president, Crescent Wharf & Warehouse Co.; **Edgar M. Wilson**, general agent, American President Lines; **Lloyd R. Richards**, manager, Sudden & Christenson; **Ralph J. Chandler**, resident manager, Matson Navigation Co.; **Perry S. Newcomb**, manager, Barber Steamship Lines; **Capt. H. H. Birkholm**, manager, General Steamship Corp. (Herr.)

LeRoy D. Owen, Westland Warehouses, Inc., was elected president of the Los Angeles Warehousemen's Assn. at the recent annual election, succeeding **Harry H. Cremeens** of the Los Angeles Warehouse Co., who had headed the organization through 1941 and 1942. (Herr.)

McDonnell Aircraft Corp. has opened a Washington office which will be directed by **A. Ogden Pierrot**. Mr. Pierrot was formerly with the Aircraft Production Division of WPB, where he was chief of engine production planning. Previous to joining the WPB, in 1941, "Dick" Pierrot conducted a sales and service agency at Buenos Aires, for a group of U. S. aircraft manufacturers.

William D. Davies has been appointed vice-president of D. C. Andrews & Co., Inc., foreign freight forwarders, New York City. Mr. Davies, whose entire business career has been spent in the freight forwarding industry, joined the company in 1938.

C. B. Marlatt, advises that his father, **James S. Marlatt**, 83, operator Marlatt Transfer and Storage Co., Joplin, Mo., since 1892 had a major operation Feb. 17 and is improving daily.

W. C. Burks, Houston, Texas, has been appointed dis-

trict traffic manager of Chicago & Southern Air Lines, for the district covering Chicago, all of Illinois and surrounding states. He succeeds **Byron T. Cline**, who has been appointed supervisor of traffic offices, with headquarters at Memphis, Tenn. (Slawson.)

Kenneth Crago, has been appointed southern superintendent of air mail, express and freight for American Air Lines, with headquarters at Dallas, Texas, and jurisdiction over all cargo activities of the company in the entire southwestern section of the United States. Mr. Crago entered the services of American Airlines in 1934 as a limousine driver. (Slawson.)

Roswell Milligan, vice-president N.Y.F.W. Assn. and secretary-treasurer, Lee Bros., Inc., New York City, is now serving in the Navy.

Earl Moritz, Lewiston, Mont., has been elected president of the Montana Motor Transport Assn., succeeding **Gale D. Whitney**. Moritz, who has been engaged in the trucking industry for the past decade, operates the Hi-Way Motor Freight Lines. (Gidlow.)

W. A. Gray, chief of tariff bureau, Grand Trunk-Canadian National Railways at Chicago, has completed 50 years of continuous service and is reported still going strong. He entered service as a messenger boy at Hamilton, Ont., in 1893 when 14 years old and has been with the freight department at Chicago since 1912.

Commander Henry E. Rossell, U. S. N., retired, has been elected president and general manager Cramp Shipbuilding Co., Philadelphia. Commander Rossell has served on the faculty of the Massachusetts Institute of Technology, and has served Cramp in an advisory capacity.

S. E. Anderson, for the last two years general agent in Akron for the Cleveland, Columbus, and Cincinnati Highway, Inc., has been named vice-president in charge of operations of Motor Cargo, Inc., Akron, Ohio. (Kline.)

The National Automotive Parts Assn., at its annual meeting elected **Ralph W. Boozer**, Boozer-Test Management Service, Indianapolis, president of the organization for the ensuing year.

Harry A. Borley, son of **H. W. Borley**, Borley Storage & Transfer Co., Inc., Hastings, Neb., is now a second lieutenant in the army in charge of a motor section at Camp Maxey, Texas. He attributes the experience he gained in his father's business as being largely responsible in helping him obtain his present position.

Porter L. Howard, Philadelphia, has been named associate director, division of petroleum and other liquid transport, Office of Defense Transportation. Mr. Howard is general traffic manager of the Sun Oil Co., supervising maintenance and operation of tank cars, truck operations, and domestic and export shipments.

Re-elected officers of Western Air Lines are **Wm. A. Coulter**, president; **L. H. Dwerlkotte**, executive vice-president; **Charles N. James**, vice-president of operations; **Thomas Wolfe**, vice-president of traffic; **Paul E.**

Sullivan, secretary-treasurer; and J. J. Taylor, assistant secretary-treasurer.

Frank T. Corcoran, Chicago district manager, ODT, division of motor transport, has announced a maintenance advisory committee of seven Chicagoans to safeguard continued operation of existing automotive equipment. The committee comprises the following: **C. W. Van Patter**, Keeshin Motor Express Co., representing common carriers; **Robt. Temple**, Lincoln Ice Co., private carriers; **Ray Heanny**, Wright Motor Co., light truck and passenger car dealers; **R. E. Rosaine**, Packard Motors, passenger car dealers; **Richard McCarthy**, Franklin-McCarthy Garage, independent garages; and **A. W. Hunt**, White Motor Co. (Slawson.)

Peter J. Klein, t.m., the Cracker Jack Co., Chicago, became head of the world's largest organization of traffic men when he was elected president of the Junior Traffic Club of Chicago at its annual business meeting recently. Other officers elected were as follows: Vice-president, **Geo. Rodocker**, general sales manager, Indianapolis Forwarding Co.; secretary, **A. S. Beerv**, Railway Express Agency, and secretary-treasurer, Associated Traffic Clubs of America; treasurer, **Harry W. Anderson**, Youngstown Sheet & Tube Co. Mr. Klein, the Club's new president, was born in Groningen, The Netherlands, and came to America in 1907. Following graduation from grammar school, he entered the services of Rueckheim Bros. & Eckstein, now the Cracker Jack Co., as an office boy. While pursuing night school work, including a course in traffic at LeSalle Extension University, he advanced rapidly until in 1932, he was promoted to traffic manager. (Slawson.)

Walter F. Mullady, Decatur Cartage Co., Chicago, was named chairman of the general Warehouse & Motor Transport Committee which solicited contributions from these two fields for the recent Red Cross war fund drive in Chicago. Sub-committee chairmen under Mr. Mullady were: Long distance haulers—**R. J. Olson**, Fred Olson & Son Motor Service Co.; local cartage—**Wm. Winkler**, Winkler Motor Service, and **Otto Dice**, Dice Motor Delivery; furniture storage and movers—**Geo. A. Julin**, Werner Bros.-Kennelly Co.; merchandise warehousemen—**C. O. Dickelman**, Grocers Terminal Warehouse Co. (Slawson.)

Lasham Cartage Co., Chicago, held its annual Drivers Banquet and safety meeting at Midwest Athletic Club, March 14. **Ray Newman**, safety director, presented awards to 66 drivers who represented 237 years of accumulated non-accident driving. (Slawson.)

Carl Spilo, former salesman with Riss & Co., has been appointed manager of the T. & M. Transportation Co., Chicago. (Slawson.)

Edward D. Haugh, formerly with Bethlehem Steel Co.'s Chicago traffic dept., has been transferred to Tulsa, Okla., where he has been promoted to district t. m. for the company. (Slawson.)

A Southern California Joint Information Bureau of ODT was opened recently in the headquarters of the Motor Truck Assn. of Southern California, at Los Angeles. In charge of the offices are **Anthony Ferrari**, board chairman; **J. Carroll** and **L. C. Hughes**, with **G. Grant**, executive director of the Motor Truck Assn., serving as manager, and **A. Finnerman** as assistant manager. A Northern California information office has been opened in San Francisco, with **F. K. Clifford** as manager. (Herr.)

Herbert C. Rausch has been appointed general manager of the Freight Forwarding Division of the Western Transportation Co., Los Angeles. (Herr.)

Obituary

Fred T. Macrae, Jr., 50, executive vice president, White Motor Co., Cleveland, O., and a leading figure in war production activities, died March 3, following a two-week's illness. Born in New York City in 1893, Mr. Macrae spent his early years in New Jersey. He started in the truck business at the age of 17 directly after leaving Bayonne High School and continued in this field the rest of his life, rising steadily to become one of the best known motor truck executives in the East. He had been with White Motor Co. since 1935. He was with Autocar Co. from 1912 to 1914; served as vice president, Federal Truck Co. from 1914 to 1917; was president of the Rice-Macrae Motor Truck Co. from 1917 to 1927, and president of the Day-Elder Truck Co. from 1927 until he joined the White organization. He was named executive vice president of The White Motor Company in 1940. During his connection with White, Mr. Macrae was in charge of manufacturing operations and was largely responsible for the modernization of the company's production equipment and manufacturing methods.

William L. Johnson, 52, traffic manager, Hinde & Dauch Paper Co., Sandusky, O., died Feb. 15 in that city, after a two week's illness.—(Kline.)

Willard M. Kelley, 76, president and manager, Robbins Warehousing and Distributing Co., Miami, Fla., died at his home after a short illness. He went to Miami from New York about 18 years ago. For a number of years he was chief clerk for the Clyde Steamship Co. and Gulf & Southern Steamship Co. Always active in civic affairs, he served at one time as mayor of Yarmborough, Nova Scotia.—(UTPS.)

Benjamin F. Holland, 48, owner and operator of the Coral Gables Transfer & Storage Co., died at his home March 11 at Coral Gables, Fla. He had lived there 17 years, and was a former resident of Atlanta, Ga.—(UTPS.)

Patrick J. Lavelle, 46, secretary-treasurer, Chicago Truck Drivers Union, Local 705, died in that city Feb. 13. He had advanced to his executive position in 1936 after serving many years as business agent of the union and was widely known in mid-western motor transport circles.—(Slawson.)

Lt. Col. Wrisley Brown, 59, prominent attorney and president, Potomac Freight Terminals Co., the Terminal Refrigerating & Warehousing Corp., and the Consolidated Terminal Corp., Washington, D. C., died March 19 at his home in that city. Col. Brown, a veteran of the first World War, formerly was an assistant to the Attorney General and had represented the Government in several important cases. He was a native of Washington, an alumnus of National University, and a former consulting attorney to the F.B.I. He received his military commission during the last war in the air service. He was a member of the American Bar Assn., the American Institute of Refrigeration, the Chamber of Commerce of the United States and other business and social organizations.

William C. Billman, 71, secretary-treasurer, Mfrs' Assn. of New Jersey and widely known in business and political circles in the State died at his home, Trenton, N. J. on March 2. He also was president of three subsidiaries of the association, the New Jersey Mfrs' Casualty Insurance Co., the New Jersey Mfrs' Assn. Fire Insurance Co. and the New Jersey Mfrs' Assn. Hospitals in Jersey City, Newark, Clifton and Trenton. Born in Reading, Pa., he became a special representative of the association in 1911 and two years later was elected its secretary. He was made treasurer in 1933, when he likewise became treasurer.

Lucius Root Eastman, 69, founder and first president of the American Arbitration Assn. and American representative on the economics commission of the League of Nations from 1928 to 1933, died March 14 at his home Scarsdale, N. Y. Until his election as chairman of the board in 1938, Mr. Eastman had served 32 years as president of Hills Brothers Co., importers of dried fruits, New York City.

LEGAL NEWS...

By LEO T. PARKER
Legal Editor

Recent higher court decisions important to shippers, handlers, warehousemen, carriers and distributors.

■ In *Cochran v. Central Storage Co.*, 166 S.W. (2d) 904, Texas, the court records show that a public warehouse company accepted for storage 2,885 lb. of wool. After this wool was stored it was duly appraised for a Commodity Credit Corp. loan. An appraisal certificate was issued by the proper authority, and showed a loan value of \$492.46, which amount a bank loaned to the owner of the wool.

According to the testimony, the owner stored this wool to hold it for a higher price, and to secure a loan, which was fully known by the officers and agents of the warehouse company. Also, according to the owner's evidence, the warehouse company sold the wool without his authority, against his will, and in disregard of his rights. According to the evidence offered by the warehouse company, it acted in good faith, and had full authority, orally given by the owner to sell the wool, at the time, under the circumstances, and for the price received. The testimony showed further that the warehouse company had sold the wool for \$649.13.

The jury listened to all of this testimony and refused to believe that the owner of the wool had verbally authorized the officers of the warehouse company to sell the wool. Therefore, the jury held the warehouse company liable for conversion and the lower court entered a judgment for the owner in the sum of \$922.05, but credited same with the amount of his indebtedness to the bank, in the sum of \$493.28, leaving a net judgment for the owner in the sum of \$428.77.

The jury based its verdict, or liability of the warehouse company, on the difference between the price at which the warehouse company had sold the wool and its highest market value between the date of conversion and the date the owner filed suit against the warehouseman.

A superior court reversed the lower court. The case then was appealed to the highest court having jurisdiction, which agreed with the superior court on certain points but granted a new trial.

This legal controversy has passed through the jurisdiction of jury, lower court, Court of Civil Appeals, and Supreme Court. The

litigation is not settled. A new trial has been granted which necessitates further litigation. All of this expense and trouble may have been eliminated had the official of the warehouse company reduced to writing the alleged consent of the owner to sell the wool.

A Complicated Suit

■ Occasionally, a simple error of testimony may be used as a basis to secure reversal of heavy damages allowed by a lower court against a warehouseman.

For example, in *Cherry v. McCutchen*, 23 S.E. (2d) 587, Ga., a man, named McCutchen, brought suit against "Cherry Transfer & Storage Co." in which he alleged that the storage company was in possession of "one very fine oil painting, approximately 24 in. x 40 in., snow scene, antique frame, of the value of \$2,500, to which McCutchen claims title," and that the storage company refused to deliver to him the painting. McCutchen contended that the painting was worth \$2,500 to him because his mother, now dead, had painted it. The storage company introduced evidence to the effect that the oil painting was not valuable; that it was painted by an amateur or student; and that it had a market value of not more than \$30 to \$70.

The lower court held the storage company liable for \$2,470. The storage company appealed; the higher court upheld the verdict.

However, the lower court again took the case, and decided that the storage company must pay McCutchen \$2,470. Then the storage company again appealed. It contended that the verdict was improper because the lower court had listened to testimony that McCutchen's wife had said to the storage company's employees that the painting had "great value." Counsel for the storage company argued such testimony was irrelevant, incompetent, and immaterial, and that it tended to uphold McCutchen's suit without justification. The higher court then reversed the verdict and granted a new trial.

Although, the storage company has an opportunity to avoid liability in the next trial, the consistent previous holdings of the courts allowing McCutchen heavy damages

for loss of this painting discloses absolute necessity of warehousemen to have customers sign valuation statements, and when the valuation is excessively high special contracts should be made in view of relieving the warehouseman of heavy liability.

Duty of Bailee

■ All bailees, including warehousemen, are required to exercise "ordinary care" to safeguard stored goods against loss or damages. Ordinarily, the liability of a bailee for the safe return of the thing bailed is dependent upon the presence or absence of negligence.

For illustration, in *Sumsion v. Streater-Smith*, 132 Pac. (2d) 680, Utah, it was shown that a bailor sued a bailee alleging that the latter had effected damage to his property because of negligence. This court said:

"Since the bailee has not assumed the liability of an insurer, 'his undertaking is to exercise due care in the protection of the goods committed to his care . . . In such a case the burden of proving the breach of duty or obligation rests upon him who must assert it as the ground of the recovery which he seeks'."

Certificate Annulled

■ Modern higher courts consistently hold that no new or additional certificate shall be granted to a motor carrier over a route where there is an existing certificate, unless it be clearly shown that the public convenience and necessity would be materially promoted by issuance of this certificate. In other words, the carrier is bound to prove the necessity of additional service, or the certificate will not be issued.

For example, in *Texas and Pacific Ry. Co., v. Louisiana Public Service Commission*, 10 So. (2d) 641, La., it was shown that a motor contract carrier of freight applied for a certificate to carry freight over specified routes. The testimony proved that these routes already were served by 15 carriers.

The Public Service Commission granted the certificate, but the higher court annulled it, on the grounds that, patrons along the

routes were already being adequately served, and that the evidence did not show the public convenience and necessity would be materially promoted by the issuance of the new or additional certificate.

Franchise Tax

■ It is well established law that a state may not use its taxing power to regulate or burden interstate commerce. However, a state excise tax which affects such commerce not directly, but only incidentally and remotely, may be valid where it is clear that it was not imposed with the covert purpose or with the effect of defeating Federal constitutional rights.

In *Aluminum Co. of America v. Evatt*, 45 N.E. (2d) 118, O., it was shown that goods manufactured in Ohio were shipped into another state and stored in a warehouse. The legal question presented the court was whether Ohio, in which the goods were manufactured, could exact a franchise tax against the manufacturer whose principal place of business was neither in Ohio nor the state to which the goods were shipped and stored for distribution.

The higher court held the goods not subject to taxation, and said: "Where the goods were sold or where they were shipped is not material, as no tax is being laid upon sales wherever made."

On the other hand, it is important to know that this higher court held that the manufacturing operations of this foreign corporation in Ohio constituted "business done" in Ohio within the meaning of a statute imposing a franchise tax on the business done by the foreign corporation in the state.

Therefore, according to the decision rendered by this higher court a franchise tax imposed on a corporation for the privilege of doing local business, if apportioned to the business done or properly owned within the state, is not invalid under the commerce clause of the Federal Constitution merely because a part of the property or capital included in computing the tax is used by the corporation in interstate commerce, or because a part of the manufactured product is thereafter sold and shipped in interstate commerce.

Federal Wage Law

■ Considerable discussion has arisen from time to time over the legal interpretation of the Fair Labor Standards Act.

It is important to know that modern higher courts hold that the terms, with respect to merchandise, used in this law, "produced" and "goods" indicate that Congress intended the act to apply to employees

engaged in producing goods which are changed as to form by other persons before going into interstate commerce. In other words, the employee who produces goods which form an ingredient or part of other goods which go into interstate commerce is engaged in the production of goods for interstate commerce. Therefore, employers of these employees must pay minimum wages specified by this law.

On the other hand, the fact that an employee is hired to perform work in a warehouse, factory, or other place, where interstate commerce business is transacted, does not result in this employee being within the jurisdiction of this Federal Wage Law.

In *Johnson v. Great Nat. Co.*, 166 S.W. (2d) 935, Texas, it was disclosed that an employee was employed by the owner of a building where persons and firms rented space and transacted interstate commerce business. This employee sued his employer to compel payment of back wages under the Fair Labor Standards Act. The higher court held the employee not entitled to a recovery.

"We are unable to relate how an employer could be engaged in commerce," the court held, "when he only produced a means to produce money under rental contracts—a service establishment, for the convenience and hire of tenants. In the case at bar, no goods were produced, manufactured, mined, handled, or in any manner worked on or processed in the building."

In view of this new decision it is well established law that no employee is affected by the Federal Wage Law unless the employer is "engaged in commerce or in the production of goods for commerce," or engaged "in any process or occupation necessary to the production thereof."

Perishable Goods

■ Modern higher courts hold that common carriers are impliedly obligated to provide proper and adequate facilities to protect merchandise against damage during transportation. This rule of law is applicable to non-perishable and, also, to perishable goods.

In *St. Louis, B. & M. Ry. Co. v.*
(Continued on next page)

LEGAL

Questions and Answers . . .

. . . The Legal Editor will answer legal questions on all subjects covered by D and W. Send him your problems, care of this magazine. There will be no charge to our subscribers for this service. Publication of inquiries and Mr. Parker's replies gives worthwhile information to industry generally.

Question: In submitting Exemption Certificate form 798 of property shipped for export, is the shipper required to forward form 799 to Washington, D. C.? The above pertains to the 3% Transportation Tax Section 3475, of the Revenue Code. *Chicago Pneumatic Tool Co.*

Answer: Relative to the tax on the transportation of property imposed by section 3475 of the Internal Revenue Code, as added by section 620 of the Revenue Act of 1942, all shipments of property for export which are not made under through export bills of lading must be covered by a temporary exemption certificate, Form 798. The temporary exemption certificate shall be executed in accordance with the instructions printed thereon and filed in duplicate with the agent of the carrier by the shipper or other person who pays the transportation charge at the time of payment of such charge.

Upon receipt of evidence of the actual exportation of a shipment, with respect to which a temporary exemption certificate on Form 798 has been filed, the shipper or other person who paid for the transportation of the shipment to the point of export shall execute Form 799, certificate of exportation, in duplicate, retain the duplicate with the shipping papers and, at the close of the month, forward the original to the Commissioner of Internal Revenue, Washington, D. C.

If further detailed information is required address letter to Commissioner of Internal Revenue, Washington, D. C., attention MT:M, care Adelbert Christy, Acting Deputy Commissioner.

Question: On l.c.l. traffic received by us which is subject to freight delivery service we elect to take the 5c. per 100 lb. allowance instead of
(Continued on next page)

Legal News . . . (Continued from preceding page)

Farrier, 166 S.W. (2d) 163, Texas, it was shown recently that a carrier accepted for transportation perishable merchandise which required special care and attention. The merchandise spoiled during transportation and the shipper sued to recover damages.

Counsel for the carrier contended the carrier was not liable because the type of refrigeration ordered by the shipper was insufficient to prevent deterioration.

The higher court held the carrier liable on the theory that the latter's agent owed the shipper the legal duty to suggest and provide the proper care and refrigeration.

Use Tax

■ Recently, a higher court held that containers are not subject to payment of a "sale" or "use" tax although the seller charges the purchaser for such items, providing the containers are returnable.

In *Zoller Co. v. State Tax Commission*, 5 N.W. (2d) 643, the court records disclose that the state of Iowa enacted a "use" tax law. Such a tax law is intended legally to tax merchandise shipped into the state, in interstate commerce transactions, whereby a "sales" tax cannot be legally collected.

A company filed suit to enjoin the state tax commission from collecting the "use" tax on bottles, kegs, cartons, and other containers in which merchandise is packed and shipped to purchasers.

The manner in which the company carries on its business and sells its products is as follows: when making sales of its merchandise the company makes a separate charge to the purchasers for the bottles, cartons, kegs, and other containers. The purchasers may return the containers, and they are credited a certain amount for each container returned.

The lower court held that the company must pay the "use" tax, based upon the total sale price of the merchandise plus the cost of the containers. The higher court reversed this verdict.

On the other hand, in *Dermott Commission Co. v. Hardin*, 156 N.W. (2nd) 882, it was shown that certain manufacturers of containers, boxes, etc., filed a suit to enjoin the Commissioner of Revenues for the State of Arkansas, from collecting a two per cent "sales" tax on paper boxes, paper bags, twine, wrapping paper, and other materials used for the purpose of packing and wrapping merchandise sold by them to their customers.

In this case, the higher court

held that the manufacturers must pay the sales tax imposed by the State on all materials and containers not returnable by the purchasers for obtained credit allowance.

These two important decisions distinguish between containers returnable and not returnable. The latter items are subject to "sale" and "use" taxes, but the former are exempt from these forms of taxation.

State Compensation

■ It is well established law that an employee is considered an interstate employee when any part of his duties shall be the furtherance of interstate or foreign commerce, or shall, in any way directly or closely and substantially, affect interstate commerce. However, where an employee of a common carrier is injured while performing

work neither directly nor indirectly connected with interstate commerce, such employee will be denied compensation under Federal Laws and must accept compensation under the State Laws.

For example, in *Lawrence v. Rutland Co.*, 28 Atl. (2d) 488, Vt., it was shown that an employee of a common carrier was injured while cutting weeds and otherwise cleaning his employer's premises. The employee contended that he was entitled to recover compensation for the injury under the Federal Employer's Liability Act because at certain times he performed work which directly and indirectly affected interstate commerce. However, the higher court held that he must accept compensation under the State Workmen's Compensation Law, and said:

"The criterion of applicability of the federal statute is the employee's occupation at the time of his injury in interstate transportation or work so closely related thereto as to be practically a part of it."

LEGAL

Questions and Answers . . . (Continued from preceding page)

allowing the railroads to make the delivery. We hire a trucking company and our contract with them is on the ton basis with certain fixed minimums as to quantities and time for deliveries. Upon this l.c.l. traffic the transportation tax has already been collected. Are the charges of the trucking company also subject to the transportation tax, and are we considered a legal employer of the drivers of the motor vehicles since some of the work they perform, is, of course, not connected with delivery of l.c.l. freight? *National Oats Co.*

Answer: It is my opinion that you are not subject to payment of the transportation tax and that you are not the legal employer of the drivers of the trucks, primarily because you merely pay a predetermined contract price for the services rendered, and without any control over the drivers as to performance of their work. In other words, the trucking company is an independent contractor who undertakes to perform the agreed work and services according to his own means and methods. Also, the trucking company is engaged in a distinct and recognized employment and is to be paid a gross sum for the services, and it is free as to the hours of labor and details of completing its contract with you.

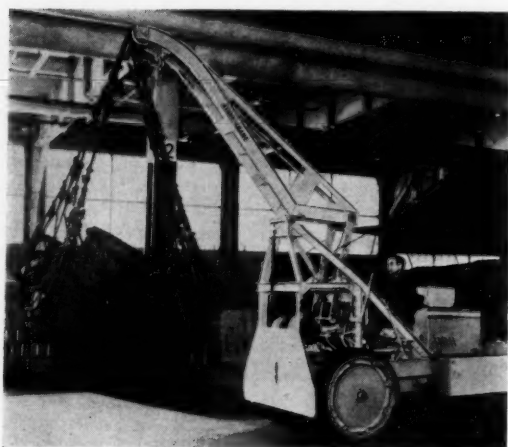
On the other hand, various higher courts have held that a company

is a legal employer where it hires a motor-truck and its driver for a stipulated sum with the expressed or implied understanding that he has control over the driver.

Notwithstanding the above explanations, a situation may exist under which you are obligated to pay the three per cent tax to the trucking company who in turn may account to the Government for the same. If, for example, when you elect to take 5c. per 100 lb., instead of allowing the railroad company to make the delivery, and the freight bill of the railroad company does not include the three per cent tax on the original transportation charges, including the reduction of the 5c. per 100 lb., then you must pay to the trucking company three per cent of its freight charges. This is so because the three per cent tax must be paid on all transportation charges, except the exemptions to which you are not subjected. Therefore, if, as a further explanation, the railroad company's freight bill includes the three per cent tax and you elect to take 5c. per 100 lb. and the trucking company charges you more than said 5c. per 100 lb. this excess payment is taxable. On the other hand, the consignee does not have to pay the tax where the freight bill includes "door to door" deliveries, as the carrier must include all charges.

How War Is Changing Marine Handling . . .

(Continued from page 48)



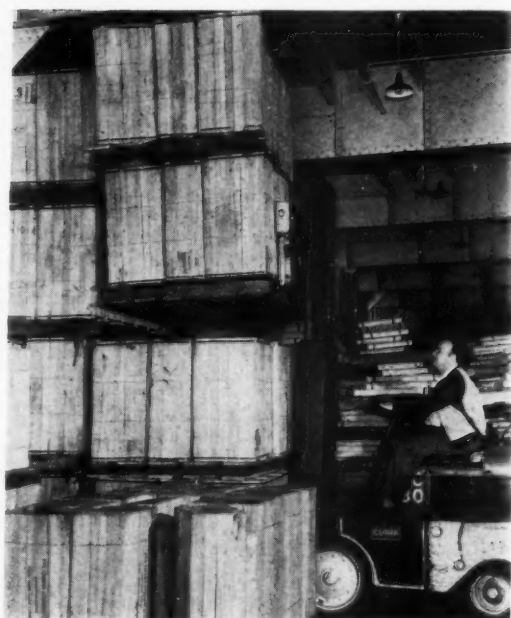
... Stevedore cranes pick up bulky or miscellaneous cargo in nets, and lift and carry it with ease.

(Courtesy Silent Hoist Winch & Crane Co.)

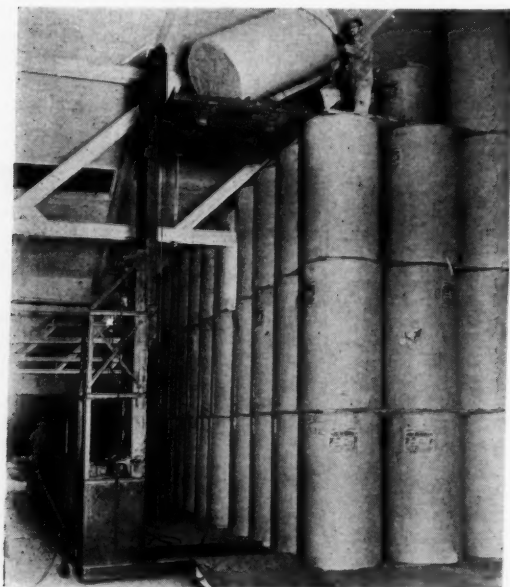
manpower shortage in all ports and terminals. The only way we can supplement this is to install where possible more materials handling equipment. Unfortunately, this equipment is now as hard to get as new ships. Piers and terminals which did not modernize in the past are now faced with a difficult situation: they are unable to get materials handling equipment, on the one hand, and on the other are faced with a manpower shortage that is becoming more serious daily.

Let us hope that we gain something from this experience that

... Handling and stacking palletized unit loads on piers with fork trucks permits full use of piers' cubical content, increases safety and permits quick handling.



(Courtesy Clark Tractor Co.)



(Courtesy Lewis-Shepard)

... Where products remain in storage for any length of time, and handling is not at frequent intervals, dunnage and two-wheel hand trucks permit high stacking for conservation of space.

will enable us in the future to prepare for similar emergencies. Keeping our ports and terminals modernized is a national necessity. Let us investigate present requirements and learn from the present experience of shipping war materials better methods of loading ships, and lashing deck loads, so that we may utilize this experience in our export trade in the days of peace to come.

We feel safe in saying that the developments which have now been made, and which will be given to the public in the near future, will show a trend toward modern ships, which will incorporate ideas previously considered fantastic, but now considered sound and necessary. Some of these developments are already a reality. *DandW* will present them to its readers as soon

as military and naval restrictions permit.

The marine terminal of the future has yet to be developed and designed. When it is, it will be considerably different than those we are now using, and will incorporate the best known methods of handling, stowing, loading and unloading of all types of ships, barges, freight cars, and motor trucks.

● Luckenbach Steamship Co., Inc., intercoastal steamship line, has purchased the Montgomery dock property, in the lower Albina industrial district of Portland, Ore., from the Montgomery estate. The Luckenbach interests were represented by Robert E. Piper district manager.—*Haskell*.

"-- And Pass The Ammunition!"

Here is one of the war-time jobs we are doing—helping to "pass the ammunition," helping by means of producing in our shops transportation units that will carry the ammunition to our fighters. Too, we have other war contracts which, while not directly related to carrying ammunition, do provide supply equipment essential to military operations. ★ The fulfillment of these war contracts is making tremendous demands on our facilities, our staff, our resources. And that's the way we like it! ★ Until the end of the war we hope our one-time customers—old-time friends—will be day-dreaming of the sleek new van bodies they want for peace-time service; that they will buy plenty of War Bonds from Uncle Sam to help these day-dreams come true.

Write us for specifications on your requirement.

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Equipment

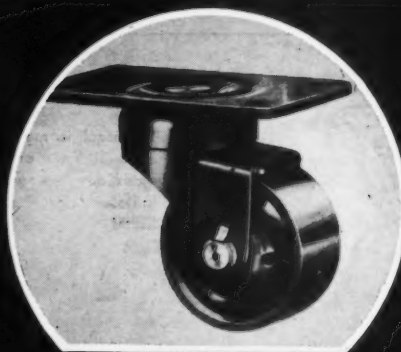
Services

Supplies

Classified Index to Advertisers

AIR EXPRESS	
Air Transport Assoc. of America.....	9
ALARMS (Fire)	
American District Telegraph Co.....	8
AUTOMATIC DOOR TRUCKING SILLS (Freight Elevator)	
Alexander Sill Co.....	56
BATTERIES (Storage)	
Edison Stge. Battery Div. Thomas A. Edison, Inc.....	4
BODIES (Van)	
Gerstenslager Co.....	55
Herman Body Co.....	56
CASTERS (Truck)	
Darnell Corp., Ltd.....	55
Nutting Truck & Caster Co.....	61
Rapids-Standard Co., Inc.....	57
CLOCKS (Time & Watchmen's)	
American District Telegraph Co.....	8

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VANS or VAN TRAILERS



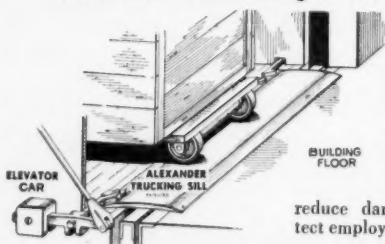
To America today, steel is more vital for victory than custom-built Vans and Van Trailers. An aroused nation is demanding "cold steel" for our enemies above "all steel" for Vans and Van Trailers. HERMAN BODY COMPANY is proud to be called upon to assist in America's Victory Program. We've enlisted for the duration—making equipment for Uncle Sam. But we'll be HERE when it's over . . . and though we can't build additional Vans and Van Trailers at the present—we can *think* about building them better. The Herman Designing Department will be maintained to plan for peace . . . to, some day, introduce a new and better HERMAN.

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PORTABLE MACHINERY DIVISION

A. B. FARQUHAR CO., Limited, York, Pa.
CHICAGO, ILL., & CLIFTON, N. J.

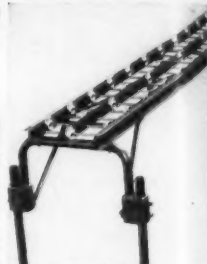
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Skyscraper Portable Elevator



A special telescopic industrial elevator designed and constructed by Revolver Co., North Bergen, N. J., and recently delivered to an Army airport, has attracted widespread attention. With an extreme lift of 54 ft. the five telescoping sections collapse to a height of 11 ft. 9 in. The elevator is said to be readily portable on ball bearing casters and may be steered from either end. A motor of 1½ hp. can lift two men and equipment to the full height in less than five minutes, it is said.

To facilitate construction of this elevator, the company used a hatchway in the roof of its factory so that the machine could be extended to its full height. The accompanying illustration shows the lower portion within the building while the major part extends vertically through the roof. Some of the construction details are as follows:

Framework is of structural steel, welded and braced. Platform at top is 54 in. x 86 in. and is supplied with folding type railing 42 in. high and 6 in. toe board. Platform and sliding frames are suspended, lifted and lowered on four roller-type lifting chains, each of not less than 6,600 lbs. tensile strength. Guides are supplied with bronze guide shoes. Ball bearing load sprockets are arranged to distribute side loading to all four chains. There is a ladder to all sections at any height and a trap-door in platform.

The base frame 66 in. x 10 ft. is equipped with auto type steering mechanism, tow-bar and instantaneous type floor lock. All wheels are 12 in. in diameter, ball bearing, and equipped with four leveling screws. High speed gears are enclosed in metal case and run in a continuous oil bath with gears of worm and herringbone type. Final reduction is by large steel spur gears. The push button control system consists of momentary type push buttons on platform railing and on frame of machine within reach of floor. Push button stations on frame and railing are inter-locking, the set on platform being equipped with safety device to prevent operation of station on frame below.

The base section is enclosed with an expanded metal screen with hinged openings for access to motor compartment. Outriggers with a 16 foot spread provide added steadiness to the extended elevator which is said to be remarkably rigid and free from sway.

Revolver Co. has been building portable elevators since 1904 for lifting, piling, stacking and tiering raw materials and finished products of all shapes and weights. Since the war it has designed and built many special machines. The 54 ft. skyscraper elevator will be used for servicing hangar interiors.—*DandW.*

SHIPPERS' SUPPLIES AND EQUIPMENT

OUR 25th YEAR—1918-1943



for
**OUTSTANDING
ACHIEVEMENT**

Awarded for Excellence in the production of war equipment for the Army, Navy, and Air Forces.
Kraue Kars, Kraue Krawlers; "Silent Hoist" Winches, Hoists, Capstans, and Windlasses.



2 1/2, 5 and 10 TON CAPACITIES

Agents in the principal cities

SILENT HOIST WINCH & CRANE CO., 857 63RD ST., BROOKLYN, N.Y.



CONVEYORS (Gravity)

Filter Paper Co.	56
Rapids-Standard Co., Inc.	57

CONVEYORS (Portable or Stationary)

Clark Tractor	58
Farquhar Co., Limited, A.B.	56
Filter Paper Co.	56
Mercer Engineering Works, Inc.	57
Rapids-Standard Co., Inc.	57

COVERS (Piano)

New Haven Quilt & Pad Co.	60
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CRANES (Industrial Truck)

Baker-Raulang Co.	1
Mercer Engineering Works, Inc.	57
Silent Hoist Winch & Crane Co.	57

DOLLIES

Nutting Truck & Caster Co.	61
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Bagger for Packers

Designed to dove-tail into new production lines at packing plants working on powdered eggs, dehydrated vegetables and similar foods now being packed in pouch-lined cartons, the Pack-Rite bagger, manufactured by Pack-Rite Machine Corp., 828 N. Broadway, Milwaukee, Wis., is said to be quickly adjustable to various sized bags or cartons.

In test installations it is said to have proved its value to chain and wholesale grocery houses retailing their products in pre-packaged bags. The hair-line flow-control with a manual flow control lever is said to allow for exact weight when packing powdered eggs, dehydrated vegetables, sugar, cereals, and similar products. The manufacturer will mail additional information upon request.—DandW.

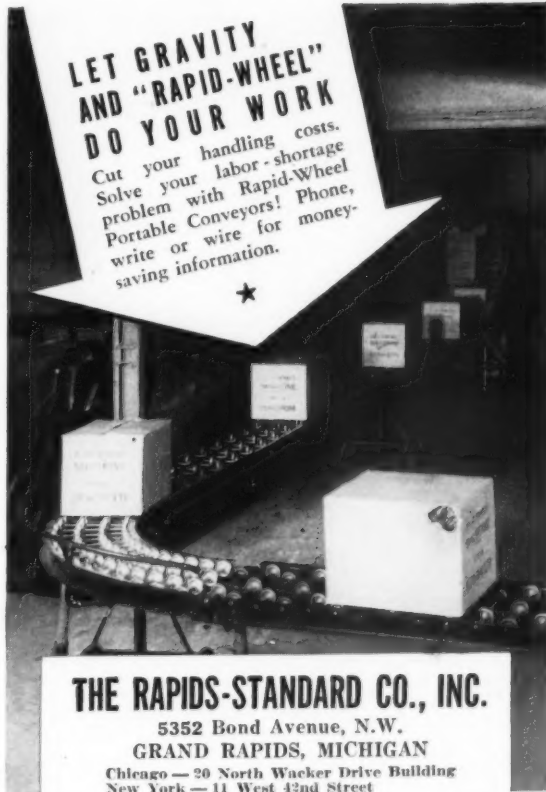
New Fire Extinguishers Made of Non-Critical Materials

A NEW fire extinguishing unit manufactured of materials not essential to the war effort, and approved by the Underwriters' Laboratories, Inc., has been developed by the duGas Engineering Corp., Marinette, Wisconsin. All ordinary approved fire extinguishers are manufactured from critical materials and only consumers with very high priority ratings have heretofore been able to obtain acceptable fire extinguishing equipment. The new extinguishing unit is approved under a war emergency specification and is accepted by the Interstate Commerce Commission for the protection of trucks. *

(Concluded on page 61)

**LET GRAVITY
AND "RAPID-WHEEL"
DO YOUR WORK**

Cut your handling costs.
Solve your labor-shortage
problem with Rapid-Wheel
Portable Conveyors! Phone,
write or wire for money-
saving information.



THE RAPIDS-STANDARD CO., INC.

5352 Bond Avenue, N.W.

GRAND RAPIDS, MICHIGAN

Chicago — 20 North Wacker Drive Building
New York — 11 West 42nd Street

ASK THE MEN WHO HANDLE 'EM!



**"I run a Mercer No. 7
and believe you me it's
a sweetheart — smoothest
tonnage tackler on wheels!"**



The MERCER Model 7 CRANE handles loads up to 7 tons... Smaller models available with 3 and 5 ton capacities. All three sizes are compact... fast... steady... and deliver hard, continuous service at low cost. Gasoline-powered. One man operation. Special new catalog describes and pictures complete line. Write for your copy today!

"THE NAME THAT CARRIES WEIGHT"

MERCER WHEEL CRANES
TRACTOR

LIFT TRUCKS • TRAILER TRUCKS • BATTERY TRUCKS

MANUFACTURED BY

MERCER ENGINEERING WORKS, INC., 30 CHURCH STREET, NEW YORK

Works: Clifton (Allwood), N. J.



Battles Depend on Materials

Today Clark Fork Trucks are handling millions of tons of vital war materials, 168 hours per week. *To keep 'em fighting over there — we'll keep 'em moving over here.*

If you have a material handling problem—we can help you keep it moving.



CLARK TRUCTRATOR

DIVISION OF CLARK EQUIPMENT COMPANY

BATTLE CREEK, MICHIGAN, U.S.A.

REVOLVATOR

TM U. S. Pat. Off.

PORTABLE ELEVATORS

Made in many sizes from a rugged little six-footer with a lift of 4'6" to the giant skyscraper here shown extending through our factory roof to a height of 54 feet, and recently delivered to a Government Airport for hangar interior service.

There's a Revolvator to fit your lifting and piling needs in factory, shop or warehouse. Telescopic models fold down to permit passage under low obstructions. Revolvable base machines for narrow aisles. A platform type to accommodate your material. Electric and hand drive. Latest safety features.

Write us for our new Bulletin DW and tell us the type, size, shape and weight of material and height to be lifted.



RED GIANT LIFTRUCKS

An indispensable time and labor saver for moving raw materials, machinery and finished products. An ideal combination with REVOLVATOR Portable Elevators. Capacities up to 15,000 lbs. Single, double and multiple stroke. Front and side lift. Non-kicking handle. Safe, durable, economical. Investigate.

PROMPT DELIVERIES

REVOLVATOR Co.

DESIGNERS AND MANUFACTURERS OF MATERIAL HANDLING EQUIPMENT

396 86th St.

NORTH BERGEN, N. J.

Since 1904

58—D and W, April, 1943

ELEVATORS (Portable or Stationary)

Mercer Engineering Works, Inc.	57
Revolvator Co.	58
Sedgwick Machine Works	59

FIELD WAREHOUSING

Tidewater Field Warehouses, Inc.	6-7
----------------------------------	-----

FORK TRUCKS

Automatic Transportation Co.	Second Cover
Baker-Raulang Co.	1
Clark Trutractor	58

FREIGHT ELEVATOR (Automatic Door Trucking Sills)

Alexander Sill Co.	56
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GENERATORS (Gas-Electric)

Ready-Power Co.	Third Cover
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JACKS (Lift)

Nutting Truck & Caster Co.	61
----------------------------	----

LIFTS, SPECIAL (Hand)

Revolvator Co.	58
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MESSAGE CONVEYORS

Sedgwick Machine Works	59
------------------------	----

MOTOR TRUCKS

Autocar Company	33
International Harvester Co.	5

Sedgwick

ON LAND and SEA...

ELEVATORS DUMB WAITERS FREIGHT ELEVATORS

for various types of buildings
in Army Forts, Depots and
Arsenals and commercial
warehouses.

also for
Ordnance Plants
and Aircraft Factories

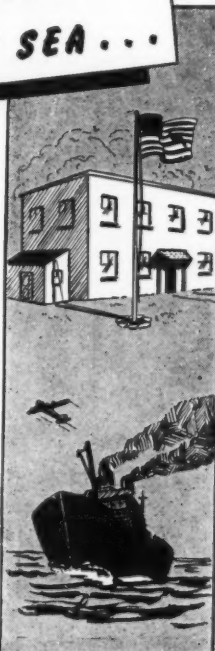
AMMUNITION HOISTS GALLEY DUMB WAITERS

for Army Transports
and other vessels

Correspondence Invited
—Established 1893—

SEDGWICK MACHINE WORKS

155 WEST 15TH STREET
NEW YORK



ELEVATORS • HOISTS • DUMB-WAITERS

ALL SET FOR THE WET

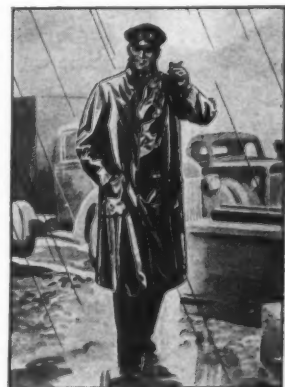


FROG BRAND WINS!

Wherever men must work under "wet" conditions, whether indoors or out, Sawyer's Frog Brand Oiled Clothing wins in any comparison of light, flexible, water-resistant clothing.

When you want to be "All Set For The Wet", look for the Frog Brand Trademark. Right now, a large portion of Sawyer's productive capacity is devoted to the War Effort, but it is still well worth while to ask first for Sawyer's Frog Brand.

Write for information to
THE
H. M. SAWYER
& SON CO.
EAST CAMBRIDGE
MASSACHUSETTS



Sawyer's



FROG BRAND OILED CLOTHING

OILED CLOTHING

Sawyer & Son Co., H. M. 59

PADS (Canvas Loading)

New Haven Quilt & Pad Co. 60

PADS (Kersey)

New Haven Quilt & Pad Co. 60

SKIDS (Semi-Live)

Nutting Truck & Caster Co. 61

SNOW PLOWS

Case Co., J. I. 61
Hebard & Co., W. F. Back Cover

STENCIL MACHINES

Marsh Stencil Machine Co. 60

TERMINALS

Buffalo Merchandise Whses., Inc. 10
Harborside Warehouse Co., Inc. 27
Interlake Terminals, Inc. 11
Jarka Great Lakes Corp. 41
Johnson Terminal Corp., Mead. 23
Lederer Terminal Warehouse Co. 2
Long Warehouse, S. N. 19
National Terminals Corp. 12
Tidewater Field Warehouses, Inc. 6-7

Are Your Furniture Pads Living On Borrowed Time?



Have you been thinking of ordering replacements? Better do it right away. And while you're ordering, get Defender Furniture Pads—in the front line for furniture protection for thirty years.

If you've never used Defender Furniture Pads, this is a good time to try them. You'll find they have a durable cover of fast color army khaki over a heavy sheet of felt filling, reinforced with tough stitching in three inch squares. A strong binding edge adds an over-all reinforcement that assures a long-lasting pad. Send for prices—TODAY.

NEW HAVEN QUILT & PAD CO.
82 FRANKLIN ST., NEW HAVEN, CONN.

DEFENDER FURNITURE PADS



INTO BATTLE FASTER when it's stencil marked!

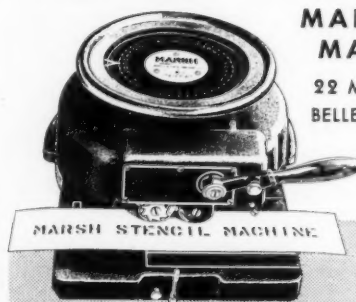
Shipments today must reach their destination quickly. They must be clearly and properly marked. Marsh STENCILING is the answer. Write for information. No obligation.



MARSH

**MARSH STENCIL
MACHINE CO.**

22 MARSH BUILDING
BELLEVILLE, ILL., U. S. A.



TRACTORS, INDUSTRIAL (3 or 4 Wheel)

Automatic Transportation Co.....	Second Cover
Baker-Raulang Co.	1
Case Co., J. I.	61
Clark Tractor Co.	58
Hebard & Co., W. F.	Back Cover

TRAILERS, INDUSTRIAL

Hebard & Co., W. F.	Back Cover
Nutting Truck & Caster Co.	61

TRAILERS (Motor Truck)

Herman Body Co.	56
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TRUCK BODIES (Refrigerated)

International Harvester Co.	5
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TRUCKS, ELEVATING PLATFORM (Powered)

Automatic Transportation Co.....	Second Cover
Baker-Raulang Co.	1
Clark Tractor Co.	58

TRUCKS, LIFT (Hand)

Revolator Co.	58
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TRUCKS, PLATFORM (Hand)

Mercer Engineering Works, Inc.	57
Nutting Truck & Caster Co.	61
Orangeville Mfg. Co.	61
Rapids-Standard Co., Inc.	57

TO MEET EXACT TRUCK NEEDS

PLATFORM and HAND NOSE TRUCKS for various Warehouse and Cargo use.

Write for details and prices.



QS Trucks with round ears, no projecting parts.

Fig. 202-4
A popular Warehouse Truck

ORANGEVILLE MFG. CO.
Orangeville (Col. Co.), Pa.

TRUCKS, PLATFORM (Powered)

Automatic Transportation Co. Second Cover
Baker-Raulang Co. 1

TRUCKS, SPECIAL (Hand)

Nutting Truck & Caster Co. 61

TRUCKS, STEVEDORE

Nutting Truck & Caster Co. 61
Orangeville Mfg. Co. 61

WATER TRANSPORTATION

McLain Marine Corp. Front Cover
Mississippi Valley Barge Line Co. 41

WHEELS (Industrial Truck)

Darnell Corp., Ltd. 55
Nutting Truck & Caster Co. 61
Rapids-Standard Co., Inc. 57

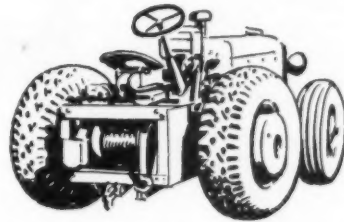
(Concluded from page 57)

The new fire extinguishers uses the same dry powder that has proved an efficient extinguishing agent when applied from the approved standard metal duGas extinguishers, but instead of being expelled from the extinguisher under pressure it is applied manually from a fiber board tube, the tube containing 7 lbs. of this specially treated, free flowing, water repellent compound. The unit consists of 2 of these 7-lb. tubes in a wooden bracket.



The dry powder is approved for use in duGas extinguishers on fires in gasoline, alcohol, oils, and other flammable liquids, and because it is electrically non-conductive, it is also approved for use in electrical equipment. It may also be used to control small fires in ordinary combustibles such as wood, paper, and cloth.—DandW.

TAILORED to WAR JOBS



With winch driven from power take-off this Case industrial tractor serves as hoisting engine, stump puller, car mover; indeed, as power for any job that can be done with a five-ton pull on a line. It has stability to handle most jobs without special anchorage, mobility to move swiftly between jobs, plus instant availability of regular drawbar power and belt power. Ask your Case distributor about Case-powered cranes, loaders, mowers, sweepers, snow plows. J. I. Case Co., Racine, Wis.

CASE

POWER That Sees Things Through

Nutting

SERVES THEM ALL

ARMY

NAVY

AIR FORCE

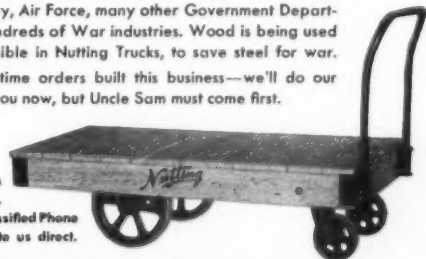


We can all
fight with
"SCRAP"

Nutting Trucks were veterans in the first World War—and we're proud to be called back into "all out" service now—for the Army, Navy, Air Force, many other Government Departments, and hundreds of War industries. Wood is being used wherever possible in Nutting Trucks, to save steel for war.

Your peacetime orders built this business—we'll do our best to serve you now, but Uncle Sam must come first.

Representatives
in principal cities.
Consult your Classified Phone
Directory, or write us direct.



NUTTING TRUCK & CASTER CO.
1163 DIVISION STREET FARIBAULT, MINN.

FLOOR TRUCK LEADERSHIP SINCE 1891



the distribution of tomorrow . . .

see pages . . . 14

. . . 35

. . . 36



Who Will Buy Cargo Planes?

When D and W began its editorial support of Air Cargo sixteen months ago, it was not for the purpose of promoting the sale of cargo planes.

It was because of our belief in the future of aviation; of our knowledge that its growth in the past had been stunted by the inevitable prejudices and selfishness that beset the paths of all new competitors; and of our conviction that a champion of the cause, outside of the aviation industry, was sorely needed.

A logical champion was D and W, because its readers manufacture, transport, handle, receive, warehouse and distribute the products of our nation.

Those readers needed not only our assurance and all of the Air Cargo information we could gather for them, but also the assurance of the plane manufacturers and air transport companies that D and W was on the right beam.

Our success has exceeded our expectations; for aside from educating the manufacturer, shipper, and the Army Air Corps, we have convinced many a warehouseman and other over-the-road hauler that they must in the future operate plane fleets as well as truck-trailer fleets.

They will buy cargo planes if they are permitted to operate them, so the future potentialities continue to expand.

(See Classifications 85A and 96)



PUBLICATIONS, INC.

100 East 42nd Street, New York



A Step in the Right Direction!

In the January issue of this publication, D and W said, in part:

"Neither is it too early to apprise the truck and tractor-trailer fleet owners of their opportunities in the near future for the pick-up and delivery of what is now known as Air Express."

That prophecy has become a reality and it now remains to be seen whether the airlines and truck operators are going to take advantage of their mutual opportunities.

But whether they do or not, nothing can stand in the way of progress and our future progress will depend on the proper growth of aviation.

As one far-sighted executive of a motor truck manufacturing company recently told D and W:

"Even if the cargo planes and gliders of the future could render all trucks and trailers obsolete, there is nothing we could do about it except prepare for that eventuality."

But he and we believe there will always be room for all types of transportation, new and old; and that as other inventions have created new fields of endeavor, so will the airplane develop the Distribution of Tomorrow.

(See Classifications 7 and 85A)



PUBLICATIONS, INC.

100 East 42nd Street, New York



What Types For the Future?

Our message in the aviation section of this issue reveals two industries we had not anticipated as potential purchasers of cargo planes.

The interesting angle of this development from your standpoint is that one of them, who had progressed to the point of investigating the type planes he wanted to purchase, told D and W:

"One of the plane manufacturers tried to interest me in some ships that were not designed for cargo carrying but I told him I would not buy until he or someone else produced a model that could be loaded and unloaded economically."

That logical statement from a D and W advertiser who is already using handling equipment in his present-day operations, indicates your opportunity for post-war business if you prepare for it now.

The cargo planes of the future will require new and better types of materials handling equipment, no matter how much time and thought are given to the loading and unloading features by the manufacturers in designing them, because planes must be constructed differently than any other vehicles of transportation.

But it makes little difference to you who operates the cargo planes of the future because your potential customers in all of the transportation fields read D and W.

(See Classifications 7 and 96)



PUBLICATIONS, INC.

100 East 42nd Street, New York



These three D and W ads reprinted from SRDS, April, 1943

Estimating Ship Tonnage . . .

SHIPS are designed to carry loads of some kind, and gross, net, deadweight and displacement tonnage are all intended to throw light on size or carrying capacity. Gross tonnage, for example, expresses internal capacity in units of 100 cu. ft. a volume arbitrarily allotted to a ton of 2,240 lb. Net tonnage is determined by deducting from gross tonnage space which has no earning capacity, such as engine rooms and quarters for the crew. A vessel's registered tonnage, whether gross or net, is virtually the same under American and British rules, but has a different value under Panama and Suez rules.

Deadweight tonnage is the actual carrying capacity or weight of cargo, including fuel and stores. The term is often used interchangeably with deadweight capacity, and hence not accurately. Landlubbers are usually baffled by the fact that when figuring freight charges only 40 cu. ft. are allowed to the ton—an arbitrary figure based on the space taken up by a ton of coal. Much ocean freight is accepted at weight or "measurement" (40 cu. ft. to the ton) at the ship's option.

To make matters worse, there is a "bale cubic" measurement which represents the space that can actually be used for bales or cases. Since net tonnage is generally based on the 100 cu. ft. unit, one way of computing deadweight tonnage is to multiply net tonnage by 2.5 (100 divided by 40). Displacement, as we explained, is the actual weight of the ship measured by the weight of water displaced at different load marks.

How perplexing tonnage figures can be is apparent from the fact that a ship of 6,000 gross tons may have a net tonnage of 4,000, a deadweight tonnage of 10,000 (4,000 multiplied by 2.5) and a displacement tonnage (fully loaded) of about 13,000.

Because of these wide discrepancies it is impossible to make sense out of the German figures of sinkings. When Berlin claims that 420,000 tons have been sunk in a certain period are we dealing with carrying capacity or something else? If carrying capacity is meant, the loss would actually be 700,000 tons of cargo. And if the 420,000 tons are net tons the cargo loss would amount to 1,050,000 tons (420,000 multiplied by 2.5). If sinking or shipbuilding statistics are to convey any meaning the deadweight tonnage should be given, since this indicates how much freight is involved.—*New York Times*.

● Cleveland & Buffalo Transit Co., Inc., Cleveland, O., has been incorporated with \$10,000 authorized capital, principals being Milton C. Portmann, Frederick C. Troll, F. B. Hedlund.—*Kline*.

● Trowbridge Storage Co., Columbus, O., has acquired a plot of land 100 by 150 ft. at West Fifth and East-view Aves., where the firm plans to erect a new branch to serve suburban Arlington and North Columbus after the war. The Trowbridge Storage Co. is one of the city's oldest household movers, having been established 60 years ago. Company is Columbus agent for the Aero Mayflower Transit Co., and has its offices and warehouse at 422-432 East Rich St., Columbus. Paul R. Carroll is owner and manager.—*Kline*.

BIRMINGHAM, ALA.

1880—Sixty-three Years of Service—1943

HARRIS TRANSFER & WAREHOUSE CO.

8 South 13th St., Birmingham

— FIREPROOF WAREHOUSES —

Merchandise and Household Goods

● STORAGE ● CARTAGE ● DISTRIBUTION ● FORWARDING

Pool Cars Handled

Member of A.C.W.—A.W.A.—N.F.W.A.

Agents for Allied Van Lines, Inc.

BIRMINGHAM, ALA.

STRICKLAND TRANSFER & WAREHOUSE CO.

1700-1702 2nd Ave. So.

General Merchandise Storage and Distribution
Pool Car Service a Specialty—Motor Truck Service
Centrally Located—Free Switching from All R.Rs.

BIRMINGHAM, ALA.



WITTICHEN

BONDED

Transfer & Warehouse Co.
Fireproof Warehouse
Household Goods and Merchandise
Pool Car Distribution
Member: A.W.A. & M.W.A.

DOTHAN, ALA.

SECURITY BONDED WAREHOUSE

500-501 East Commerce St.

SERVING

S.E. Alabama
S.W. Georgia
N.W. Florida

POOL CAR DISTRIBUTION

Receiving—STORAGE—Handling.
Motor Freight Service to all points.
6-car Private Siding. Rapid Switching.
Efficient—Conscientious Branch House Service.

MOBILE, ALA.



Merchants Transfer Company

HEAVY HAULING—STORAGE

Pool Cars and General Merchandise—Bonded
Authorized Transfer AgentsA.T.&N., G.M.&N., L.&N., M.&O. &
Southern Railroads. Pan Atlantic S/S Corp.

MONTGOMERY, ALA.



Alabama Transfer & Warehouse Co.

500 Block North Perry St.

BONDED — FIREPROOF —
WAREHOUSE
STORAGE & DISTRIBUTIONMembers: N.F.W.A. — A.W.A. — A.C.W. —
A.V.L.

MONTGOMERY, ALA.

MOELLER TRANSFER & STORAGE CO.

210-220 COOSA STREET

Merchandise and Household Goods

Low Insurance Rate Bonded Trucking Service

Pool Car Distribution

Members: A.W.A., N.F.W.A., So. W.A.

LITTLE ROCK, ARK.



COMMERCIAL WAREHOUSE CO.

801-7 East Markham Street

A Complete Branch House Service — Fire-
proof Sprinklered — Low Insurance —
Private Railroad Siding — Quick Service.Represented by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 41ST ST. NEW YORK 18, N.Y. 1513 NEWBURY AVE. GARDEN CITY, N.Y.

ARKANSAS—CALIFORNIA

LITTLE ROCK, ARK.

Arkansas' Largest Warehouse
Merchandise—Household Storage



Absolutely
Fireproof
Low
Insurance
Rates
Pool Car
Distribution
Compartment
for household
Goods

TERMINAL WAREHOUSE CO.
LITTLE ROCK ARKANSAS

Member American Warehousemen's Association
American Chain of Warehouses
Agent for Allied Van Lines, Inc.



LOS ANGELES, CAL.



OPERATING WAREHOUSES
IN PRINCIPAL CALIFORNIA CITIES

BEKINS
VAN & STORAGE CO.

1335 S. FIGUEROA ST.
Luckie Waller, Manager

LOS ANGELES, CAL.



THE CALIFORNIA WAREHOUSE
1248 WHOLESALE ST.
Merchandise Exclusively

STORAGE
DISTRIBUTION
TRANSPORTATION
WAREHOUSE
LOS ANGELES
Sprinklered—A.D.T.

LOS ANGELES, CAL.

PROMPT REMITTANCES

CROWN TRANSFER & STORAGE CO.

1201 E. 5th St.
Los Angeles

45 So. Arroyo Parkway
Pasadena

SHIPPING TO AND FROM ALL EASTERN CITIES
POOL CAR DISTRIBUTION—L.C.L. SHIPMENTS
We specialize in transferring household goods for company personnel.
R. T. CHRISTMAS THREE DECADES OF SERVICE

LOS ANGELES, CAL.

AN "ASSOCIATED WAREHOUSE"

DAVIES WAREHOUSE COMPANY

GENERAL OFFICES: 164 SOUTH CENTRAL AVE.

First merchandise warehouse in Los Angeles—and STILL
the FIRST . . . Established 1893 . . . MORE THAN
ORDINARY SERVICE . . . We invite inquiries relative to
your warehouse problems.

MEMBERS: A.W.A. SINCE 1898 . . . C.W.A. . . . L.A.W.A.

LOS ANGELES, CAL.

Completely Equipped
Merchandise
LOS ANGELES WAREHOUSE CO.
316 Commercial Street
Household Goods

LOS ANGELES, CAL.



LOS ANGELES, CAL.

**METROPOLITAN
WAREHOUSE CO.**

Merchandise Warehousing
and Distribution

Reinforced Concrete Sprinklered
Building—A.D.T. Alarm

Centrally Located in Metropolitan Area

Fire Insurance Rate 11.7 Cents

1340-1356 EAST SIXTH STREET
LOS ANGELES

1305 First National Bank Bldg.
CHICAGO

Offices for Rent
Telephone and Secretarial Service
Basement Cooler Room

Contact in your community represen-
tative of the A.T. & S.F. Ry.
MEMBER
CALWA LAW

LOS ANGELES, CAL.

Overland Terminal Warehouse

Served by



1807 East Olympic Blvd.

General Merchandise Storage

Sprinklered—A.D.T.

U. S. Customs Bonded Warehouse No. 11
Cool Room Accommodations

For Complete Information Write Us Direct
or Handle with Our Associates

CROOKS TERMINAL WAREHOUSE, INC.

CHICAGO
485 W. Harrison St.

NEW YORK
271 Madison Ave.

KANSAS CITY
1104 Union Ave.

Or Nearest General Agency Union Pacific Railroad

LOS ANGELES, CAL.

Etab. 1918

PACIFIC COMMERCIAL WAREHOUSE



INCORPORATED
MERCHANDISE STORAGE
AND DISTRIBUTION

923 EAST THIRD STREET
Los Angeles, California

**SPACE NOW AVAILABLE FOR
STORAGE OF DEFENSE MATERIALS**

We specialize in package merchandise and
solicit the handling of your volume of defense
materials which are moving to the Pacific Coast.
Advise your requirements and we will give you
an outline of services and rates.

LOS ANGELES, CAL.

1817-1835 INDUSTRIAL STREET

Star Truck & Warehouse Co.

COMPLETE FACILITIES EFFICIENT SERVICE

SPRINKLERED—A.D.T.

Storage

Distribution

Drayage

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Committee to Study Post-War Problems

Plans for studies on post-war readjustment problems by a special Committee on Economic Policy has been announced today by the Chamber of Commerce of the United States.

The program will be in charge of Edgar V. O'Daniel, vicepresident, American Cyanamid Co., New York City, chairman; J. Cameron Thomson, president, Northwest Bancorporation, Minneapolis, vice chairman; and Dr. Emerson P. Schmidt, on leave from his duties as professor of economics, University of Minnesota, economist and secretary.

Eastman Says Oil Problem Will Be Improved Soon

The nation's perplexed oil problem shortly will be improved, Joseph B. Eastman, director of ODT told the Council of State Governors in Baltimore, Md., recently, at a round-table discussion session.

He predicted that more oil will be available to the nation, particularly the Eastern States, within the next few months.

More than 70,000 railroad tank cars or about two-thirds of all those in the country, now were employed in the transportation of oil, he said, adding that construction of 5,000 more cars is planned.

The geographical position of the Eastern States, he said, is particularly unfortunate for oil shipments, because most of the fuel for the forces in Africa must be shipped from this area.

Mr. Eastman stated that ODT is considering additional means of moving oil by means of barges and pipe lines.

Mr. Eastman also said that ODT is planning to increase the speed limit for trucks and buses from 35-miles-an-hour to at least 40. Trucking and bus companies have requested the increase, he said, maintaining it would enable them to conserve fuel.—*Ignace.*

● The California Railroad Commission announced recently that it would recommend enactment of a 45 m.p.h. speed limit for trucks and buses by the State Legislature during the present session.

The CRC reported exhaustive tests made by its engineers had shown that the transportation system has been seriously handicapped by the present 35 m.p.h. speed limit.—*Herr.*

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Raise Truck Speed, PAW Asks ODT

The Office of the Petroleum Administration for War last week appealed to the Office of Defense Transportation to relieve tank trucks hauling petroleum from the 35-miles-an-hour speed limit.

A 45-mile limit for such vehicles was suggested in a letter from J. R. Parten, PAW transportation director, to ODT Director Joseph B. Eastman.

The letter emphasized inability of the present tank truck fleet to meet the demand for petroleum unless the speed limit is relaxed or additional vehicles are made available. It also called attention to manpower and mechanical difficulties created by the 35-mile restriction.

Maintenance Equipment Needed By Railroads, Johnston Says

Declaring that the railroads performed a "transportation miracle" in 1942, C. E. Johnston, Chairman, Western Assn. of Railway Executives, in a recent address before the Inland Daily Press Assn. at Chicago, stated that the ability of the carriers to continue these super-miracles will depend upon their obtaining their minimum requirements of materials and new equipment.

The railroads are "running their locomotives and cars as they never have been run before," he explained, and, as a consequence, "the wear and tear on both railway equipment and track has been enormous"; unless sufficient materials for maintenance are allocated and priorities granted for the construction of new equipment, the going in 1943 would be "tougher and tougher."

Mr. Johnston said that the railroads performed a "superb job," last year, a job "far better than the public had any right to expect in view of the disastrous financial experience of the carriers during a decade of depression."

"In a situation so fraught with possible contingencies as the present," he continued, "none of us can see clearly very far into the future. Our job is to prepare, as fully as we can, for any eventuality. If our preparations turn out to be unneeded, there is little loss compared to the harm which might result if we failed to prepare in advance. So far as the railroads themselves are concerned, there need be no fear of any failure to prepare to the utmost. The record of 1942 is proof enough of that."

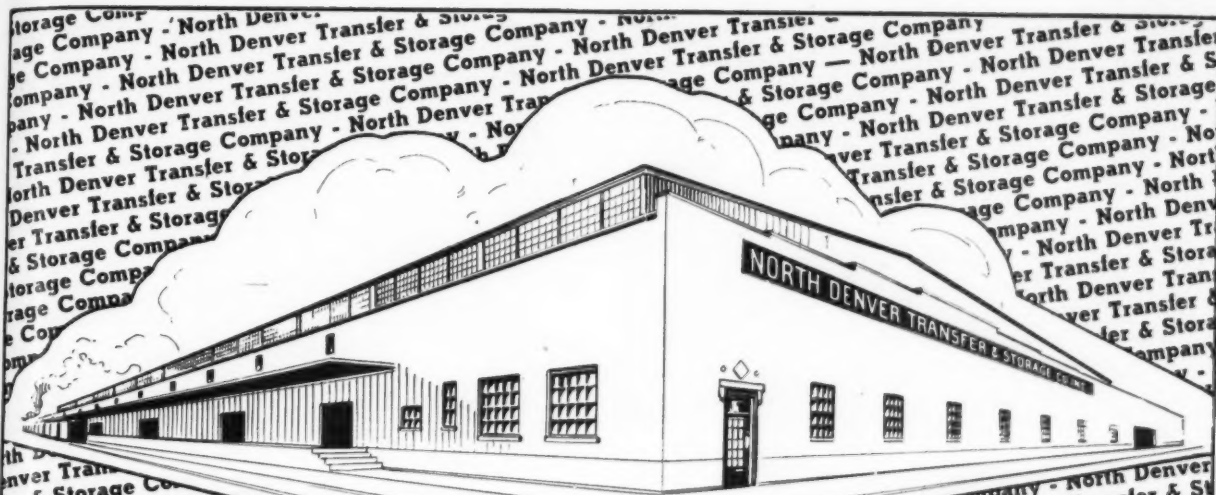
Civil Service Openings For Traffic Experts

The U. S. Civil Service Commission has issued a new call for traffic and transportation specialists, offering salaries ranging from \$2,600 to \$6,500 a year plus overtime.

Anyone who has, since October 1, 1942, submitted an application was asked not to submit new applications, as they will be given appropriate consideration for the positions on the basis of their records now on file.

Positions are open in specialized branches as follows: railroad, including street railway; highway, including local bus; water (inland and ocean); and air.

The duties of the positions, as defined by the Commission, are to direct, and supervise traffic and transportation programs designed (a) to alleviate and prevent traffic congestions; (b) to expedite and regulate the movement of local, intra- and inter-state, and ocean freight and passenger traffic; and (c) to conserve existing transportation equipment and facilities and to determine the necessity for additional equipment and facilities, including terminals and ports; to plan, direct, conduct, and report upon research, inspections, surveys, and studies leading to the establishment of such programs and to the revision thereof as necessary; and to perform related duties as required. The duties and responsibilities of appointees will vary with the grades and salaries of the positions to which they are assigned and with the nature of the assignments.—*Manning.*



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
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Marine Insurance Firms Sign Government Agreement

The War Shipping Administration has announced that 141 marine insurance companies have now signed the Administration's Missing Vessel Agreement, the text of which was released Oct. 13, 1942.

Since the announcement of the successful negotiation of this agreement with the American Institute of Marine Underwriters on Aug. 24, last, a supplemental agreement has been negotiated, extending the provisions of the Missing Vessel Agreement insofar as applicable to claims for losses in cases where a vessel is not missing but where cause of loss is in dispute; and this also has been signed by the same underwriters.

These two agreements provide a basis for interim settlement of claims for losses where it is difficult or impossible to determine within a reasonably short time whether a loss is attributable to a war risk insured by the Administration, or a risk insured by the marine underwriters signing the agreements and are designed to protect the interest of the insuring public under such circumstances.

● The executive offices of Laco Products, Inc., Waltham, Mass., have been moved to the plant of the Pompeian Olive Oil Corp., 4201 Philadelphia Road, Baltimore, Md. This concern manufactures olive oil, soap, etc.—*Ignace.*

● A. Victor & Co., Buffalo, N. Y., has leased a warehouse at 184 West Mohawk St. from the Murray Realty Co. The department store company recently leased its warehouse at 62 Lakeview Avt. to the Bell Air Corp.—*Toles.*

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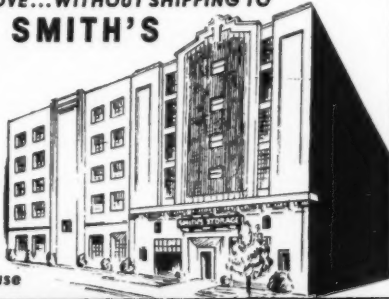
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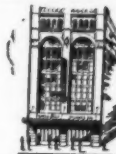


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Use of Production Requirements Plan ratings authorized for maintenance, repair and operating supplies to purchase cranes, monorails, and similar equipment is the subject of an interpretation of Priorities Regulation No. 11 recently issued by WPB.

The provisions of the directive, which cover MRO supplies, permit use of assigned ratings to purchase minor items of productive capital equipment but exclude from this definition any item to be used for plant expansion. The interpretation points out that cranes and monorails costing less than \$200, intended to replace existing equipment or for minor relocation of plant machinery, may be considered "minor capital equipment" but that those costing more than \$500 would not be so considered. Use of the MRO rating for items costing between these two sums must be considered in the light of the size of the plant, the nature of the equipment, and similar factors. In case of doubt, an application for priorities assistance should be made on Form PD-1A.

The interpretation also calls attention to the fact that Priorities Regulation No. 11A provides that Controlled Materials Plan Regulation No. 5 will govern in the case of MRO supplies to be delivered after March 31.

● "Perhaps 200 per cent more merchandise is being stored now (in and around Pittsburgh) than before the Federal Emergency Warehouse Assn. was organized last fall," reports Herbert Bietendeufel of the association.—*Leffingwell.*

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NORTH PIER TERMINAL

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Especially adapted for combination of office and warehouse or factory. ● Splendid shipping facilities including all phases of transportation. ● Rail, water, tunnel, truck. ● Track capacity 160 cars. 2500 feet of dockage for boat unloading. ● Direct free tunnel connection all railroads. ● Universal station in building for out of town truck shipments. ● Low insurance rates. ● Heavy floor load. ● Our general storage division operating in separate buildings with same facilities. ● Storage in-transit, pool car distribution, customs bonded.

Offices are available in new section at 444 Lake Shore Drive ● Ample free parking ● Good transportation ● Close to Loop.

North Pier Terminal Co.

509 E. Illinois St., Chicago—SUP. 5606

Pan American Wins Awards For 1942 Safety Record

The annual aviation safety awards for 1942 presented by the Inter-American Safety Council, an organization promoting industrial and commercial safety throughout the Latin American Republics, were made recently to two divisions of Pan American Airways and two affiliated companies for flying nearly 190,000,000 passenger-miles and over 15,000,000 plane-miles without a passenger fatality.

The awards, in the form of certificates, were presented to representatives of the airlines concerned at a Pan American Society luncheon at the Bankers Club in honor of the Latin American Consular Corps of New York City. During 1942 the four airlines, the Eastern and Western Divisions of Pan American Airways, and Compania Mexicana de Aviacion, S.A., and Compania Nacional Cubana de Aviacion, S.A., flew a total of 189,912,291 passenger-miles and 15,570,281 plane-miles without a passenger fatality.

This is the third year in succession which Pan American Airways division and affiliated lines have been honored with safety awards from the Inter-American Safety Council.

● United Moving and Storage Co., 520 North Park St., Columbus, O., has purchased the four-story brick building at 133 East Spring St., that city, and moved into its new quarters. Firm was established in 1927. The firm specializes in household furniture moving and storage and also operates offices in Toledo, and Cleveland, O., and Fort Wayne, Ind. In expanding its present operations, the firm also purchased a garage in North Fifth St.—Kline.

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ALWAYS ON THE JOB TO SERVE YOU"

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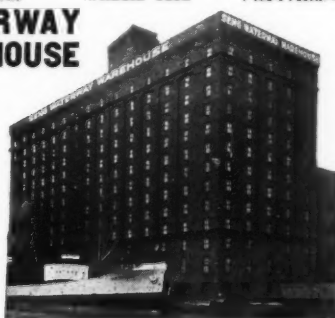
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One block from Main U. S. Post Office



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A half million feet of modern warehouse space where you have every advantage for receiving, shipping and reshaping. Track space accommodates 360 railroad freight cars. 70 ft. covered driveways practically surround the clean, light and airy warehouse.

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- + Long experience coupled with modern and efficient equipment assures your complete satisfaction and that of your customers when you are a Pettit client.

Very low tax and insurance rates.

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Down Town Location with RR tracks in building.

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Welfare of Seamen Concerns Shippers

Frank Henderson, president, of American Dock & Pouch Terminals, in announcing his acceptance of the chairmanship of the National Warehousemen's & Terminal Operators' Division, United Seamen's Service, declared that "the welfare of merchant seamen was of vital concern to all persons engaged in warehousing, trucking, terminal operations and freight forwarding," and that he had "every confidence these allied industries will do more than their share for the U.S.S. and the merchant seamen which that organization is aiding."

"Rail and water freight movement," said Mr. Henderson, "are the foundation of the business of warehousemen, truckmen, terminal operators and carloading companies. Consequently, the continued welfare of merchant seamen, upon whom the movement of cargo vessels depends, apart from its human aspect, is of vital concern to all engaged in freight storage and movement. It is obvious that unless merchant seamen keep their vessels sailing and keep open the sea lanes, we will be unable to 'deliver the goods,' which is the No. 1 job they, and all of us, have in hand."

● Late in 1942 preliminary operations were begun at the magnetic iron ore mine of the Clifton Ore Co. in the Adirondack region of New York state. The Mangane Ore Co., operating the Three Kids mine near Las Vegas, Nev., began production in September, the report stated.—Kline.



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General Merchandise—Cold Storage
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Modern Cold Storage Locker Plant, 1400 Capacity
Private Siding on Grand Trunk Western Railroad
Pool Car Distribution, Trucking Service
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A.D.T. Service

Distributors Terminal Corp.

Merchandise Storage and Distribution a Specialty
Pool Cars Solicited

Motor Trucks for Store Door Delivery. Our clients do the selling—We
do the rest. U.S. Licensed and Bonded Canned Foods Warehouse
License No. 12-4.

AIR CARGO and the EXPORT TRADE

Is air cargo destined to become a factor in
post war export business? See page 36.

IOWA

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AMERICAN TRANSFER & STORAGE CO.

SINCE 1907

General Merchandise Warehousing and Distribution. Cold Storage.

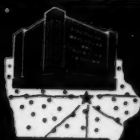
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All Modern Facilities For Efficient Warehousing
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DAILY SERVICE IN EVERY DIRECTION



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Private Siding — Free switch from
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TRY OUR SUPERIOR SERVICE

49 years' warehousing nationally known accounts
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Daily reports of shipments and attention to
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Pool Car Distribution
Special Heavy Equipment for Machinery, Boilers, Presses.
Siding C. R. I. & P. Ry. Free Switching from any R. R.
Operators—Wholesale Merchants Delivery—Retail Merchants Delivery
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1800-63 Years' Continuous, Efficient Service—1943

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10 car capacity. Free switching with Federal Barge Lines.
Low insurance rates. Complete-Motor-Freight-Facilities.
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To deal with complex problems involved in handling
increasing volume of air express, the Air Express Di-
vision of Railway Express Agency has appointed air
express managers in each of its four operating di-
visions throughout the country.

The new appointments are Ralph W. Starkey for
the agency's eastern departments, headquarters New
York; E. L. Head for the central departments, head-
quarters Chicago; M. G. Lickteig for the western
departments, headquarters San Francisco; V. M.
Grimsley for the southern departments, headquarters
Atlanta.

Each of these air express managers, it is said, will
further coordinate the efforts of express agency per-
sonnel in the promotion and handling of air traffic,
and will work in close cooperation with commercial air-
lines to develop the traffic in anticipation of post-war
growth.

● The Carlton Bedding Co., 10 North High St., Balti-
more, Md., manufacturer of upholstered furniture, has
acquired the building at 921 Watson St., which it will
equip for a wood working plant in connection with its
upholstering activities.—Ignace.

● The Phoenix Engineering Corp. with general offices
at Milwaukee, Wis., will open a branch plant at Knecht
Ave. and Pennsylvania Railroad, Arbutus, Md., for the
prefabrication of wooden barges. The plant contains
about 16,000 sq. ft. of floor space. Assembly of the
parts will be carried out at another location.—Ignace.

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TRANSFER AND STORAGE COMPANY
FIREPROOF WAREHOUSE
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Modern Merchandise Warehouses

A dependable agency for the
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Sprinklered storage—
1,000,000 square feet.
Mdse. and Furniture.
Switch track capacity —
100 cars.
Nine warehouses, conven-
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Leases made against nego-
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MERCHANDISE STORAGE and POOL CAR DISTRIBUTION**
Modern fireproof facilities with sprinkler system . . . Private siding . . . Watchman
service . . . Low insurance rate . . . Truck connections with all motor freight lines . . .
Courteous, efficient service for thirty-two years . . . IF you want your customers to
get the best in Distribution Services HAVE HERRIN HANDLE!!!
HERRIN TRANSFER and WAREHOUSE CO., INC.
MARSHALL AT DAVIS STREET, SHREVEPORT, LA.
Household Goods Storage and Transfer. Trucking Delivery Service.



BANGOR, MAINE

McLAUGHLIN WAREHOUSE CO.
Established 1875 Incorporated 1918

General Storage and Distributing
Rail and Water Connection—Private Siding
Member of A.C.W.—A.W.A.—N.F.W.A.—Agent A.V.L.

BALTIMORE, MD.

HAMPDEN TRANSFER & STORAGE CO.
3630 FALLS ROAD • BALTIMORE



**NORTH AMERICAN
VAN LINES, INC.**
Long Distance Moving

BALTIMORE, MD.

McCORMICK WAREHOUSE COMPANY
LIGHT AND BARRE STREETS, BALTIMORE, MD.

Concrete sprinklered warehouse centrally located. Pri-
vate siding handling CL shipments via B&O, WM R.R.
and PENN. R.R. Low storage and insurance rates. Ne-
gotiable receipts issued. Pool car distribution. Motor
truck service.

BALTIMORE, MD.

For Details See Directory Issue
Distribution and Warehousing



BALTIMORE FIDELITY WAREHOUSE CO.

T. E. WITTERS, President

Baltimore's Most Modern Merchandise Warehouses
Rail and Water Facilities
Pool Car Distribution—Storage—Forwarding
Private Siding Western Maryland Railway

BALTIMORE, MD.

SECURITY STORAGE CO.

15 W. NORTH AVE.

EFFICIENT WAREHOUSING

MOTOR VAN SERVICE

RESPONSIBLE AND COURTEOUS MANAGEMENT



BALTIMORE, MD.

Incorporated 1905 Vice Pres. W. C. FANTOM



Baltimore Storage Co., Inc.

N. W. Cor. Charles and 26th Sts.

MODERN FIREPROOF WAREHOUSE. EVERY FACILITY
FOR THE HANDLING OF YOUR SHIPMENTS.

Exclusive Agents for

AERO MAYFLOWER TRANSIT CO.

Vans Coast to Coast Canada and Mexico

BALTIMORE, MD.

Founded 1893



TERMINAL WAREHOUSE CO.

Operating four Modern Warehouses on tracks
of Pennsylvania Railroad Company.

Resources \$750,000

Trucking A.D.T. Watchmen

Pool Car Distribution

Financing Bonded Space

Represented by
Associated Warehouse, Inc., New York and Chicago

BALTIMORE, MD.

CAMDEN WAREHOUSES

Operating Terminal Warehouses on Tracks of

The Baltimore & Ohio Railroad Co.

A.D.T. Private Watchman, Sprinkler

Storage—Distribution—Forwarding

Tobacco Inspection and Export—Low Insurance Rates

Consign Via Baltimore & Ohio Railroad

BOSTON, MASS.

CLARK-REID CO., INC.

GEO. E. MARTIN, President

GREATER BOSTON SERVICE

HOUSEHOLD GOODS STORAGE—PACKING—SHIPPING

OFFICES 83 Charles St., Boston

180 Green St., Cambridge

Mass. F.W.A. Chm. W.A. N.F.W.A. A.V.L.



BALTIMORE, MD.

MAIN OFFICE: PHILADELPHIA ROAD

U. S. Customs
Bonded Draymen



**DAVIDSON
TRANSFER & STORAGE CO.**

Household Goods and Merchandise—Storage—Delivery

—Unloading—Special Flat Bed Trucks for Lift Cases.

Agents: Allied Van Lines . . . Member N. F. W. A.

BOSTON, MASS.

CONGRESS STORES, Inc.

38 STILLINGS ST.

GENERAL MERCHANDISE STORAGE

Central Location—Personal Service

Pool Car Distribution

Sidings on N. Y., N. H. & H. R. R.

Protected By
A.D.T. Service

Member
Mass. Warehousemen Assn.

BALTIMORE, MD.

Martin J. Reilly, Pres. A. Bernard Heine, Vice-Pres.

FIDELITY STORAGE CO.
2104-6-8 MARYLAND AVE.

Baltimore's Modern Fireproof Warehouse

Vane Clients Efficiently Served

All Collections Promptly Remitted

MOTOR FREIGHT SERVICE

Household Goods

Pool Car Distribution

Merchandise

Member of N.F.W.A.—Md.F.W.A.—Md.M.T.A.

Agent for Allied Van Lines, Inc.

BOSTON, MASS.

Established 1895

PACKING

MOVING

D.W. **DUNN** CO.

STORING

SHIPPING

Member May W. A.

3175 Washington St.

BALTIMORE, MD.

Norman Geipe VAN LINES
& FIRE-PROOF
STORAGE WAREHOUSES
524 to 534 WEST LAFAYETTE AVENUE

The Most Complete Moving and Storage Organization in Baltimore.
Long Distance Moving to 34 States—Certificate granted—MC-52452.
Tariff-Independent Movers' and Warehousemen's Assos.

BOSTON, MASS.

CHARLES RIVER STORES

131 Beverly Street

Boston and Maine R. R.

ALBANY TERMINAL STORES

137 Kneeland Street

Boston and Albany R. R.

FITZ WAREHOUSE CORPORATION

GENERAL MERCHANDISE STORAGE

Free and Bonded Space

Pool Car Service

Rail and Motor Truck Deliveries to All Points in New England

Represented by
NEW YORK BLISS DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST. PHIL. 6-0900 1525 NEWBURY AVE. MOORESDALE

BOSTON, MASS.

Hoosac Storage and Warehouse Company

Lechmere Square, East Cambridge, Mass.

FREE AND BONDED STORAGE

A.D.T. Automatic Fire Alarm

Direct Truck Connection B. & M. R. R.
Lechmere Warehouse, East Cambridge, Mass.
Hoosac Stores, Hoosac Docks, Charlestown, Mass.
Warren Bridge Warehouse, Charlestown, Mass.

BOSTON, MASS.

W. A. KELSO

A. WALTER LARKIN

Pres. C. F. COWLEY, Asst. Treas.

J. L. KELSO COMPANY

Established 1894

General Merchandise Warehouses

UNION WHARF, BOSTON

Connecting all railroads via A.D.T. Service
Union Freight Railroad Co. Motor Truck Service
Member of Mass. W. A.

BOSTON, MASS.

MERCHANTS WAREHOUSE CO.

453 COMMERCIAL STREET CAP. 7760

Central Location. Private railroad siding, connected
to all railroads.

Free and Bonded Storage.

A. W. A.

M. W. A.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

**Lake Coal Shipments Likely
To Hit New Highs This Year**

Though Great Lakes coal shipments originating at Lake Michigan ports, inaugurated only two years ago, may reach 1,000,000 net tons in 1943, estimates indicate, this figure will still be less than one per cent of the totals of the past two navigation seasons on the lakes, when Lake Erie ports sent record loads of bituminous to the head of the lakes. Substantially heavier shipments this year, however, are anticipated.

Western Kentucky, southern Illinois, and southern Indiana mine operators two years ago obtained from the ICC rail rates on cargo coal moving from mines to the Chicago area loading docks commensurate with those from eastern mines to Lake Erie ports. A very small amount of coal was loaded into vessels out of South Chicago in 1941, by use of cranes and clamshells, a slow process. In 1942, approximately 160,000 net tons were loaded, most of it being sent to Canada in Canadian ships. This also will be true of the 1943 movement.

However, a new coal dumping facility was completed last December at South Chicago, which will be available when this year's season begins. Owned and operated by the Rail to Water Transfer Co., and served exclusively by the Belt Railway Co. of Chicago, which makes connections with the various railroads bringing the coal from the mines, this new facility is vastly different from the speedy machines at Lake Erie docks which can lift a loaded car a minute and dump its 60 tons of coal into the largest vessel. At the South Chicago facility, cars run over a hopper into which contents fall and are picked up and conveyed by a 300-ft. rubber belt to the top of a 60-ft. tower at the water's edge for dumping from a loading chute. Owners expect the dock to have a capacity of about 1,500 tons an hour and load most of the smaller Canadian vessels in about four hours, it was reported.

● A. B. Paxton, Paxton Trucking Co., Los Angeles, was elected president of the Motor Truck Assn. of Southern California at the annual election meeting held recently at the Los Angeles headquarters.

BOSTON, MASS.

**QUINCY MARKET COLD STORAGE
AND WAREHOUSE COMPANY**

Incorporated 1881

178 Atlantic Ave., Boston, Mass.

BOSTON, MASS.

WIGGIN TERMINALS, Inc.

30 Terminal St.

Boston (29)

Mass.

STORAGEB. & M. R.R.
Mystic Wharf.
BostonN. Y., N. H. & H. R.R.
E. Street Stores
South Boston

BOSTON, MASS.

ESTABLISHED 1830

D. S. WOODBERRY CO.

P. O. BOX 122, NORTH POSTAL STATION, BOSTON

Largest Pool Car Distribution Specialists for New England
TRUCKING & STORAGE

BOSTON & MAINE R. R. SIDING

FALL RIVER, MASS.

REMY MOVING COMPANY
310 THIRD STREET • FALL RIVER**NORTH AMERICAN
VAN LINES, INC.
Long Distance Moving**

FITCHBURG, MASS.

BROAD STREET STORAGE

356 Broad St.

IN CENTRAL NEW ENGLAND
MERCHANDISE STORAGEBrick building, clean, dry, heated, fully sprinklered, automatic fire alarm,
low insurance rates.

B & M R.R. siding

LYNN, MASS.

LYNN STORAGE WAREHOUSE CO.

154-156 Pleasant St.

The only Fireproof warehouses on the North Shore complete
with every facility and private sidings for the storage and
distribution of merchandise, automobiles and household
goods. 100,000 sq. feet of space.

Distributors—Packers—Shippers—Movers

Member N.F.W.A.—Mass. F.W.A.



NEW BEDFORD, MASS.

NEW BEDFORD STORAGE WAREHOUSE CO.

MAIN OFFICE — 152 FRONT STREET

Large modern warehouses centrally located in wholesale
district—specially constructed for storage, handling and
distribution of general merchandise.Storage and Industrial Space for Rent or Lease
Furniture, Storage, Packing and Shipping

Member of AWA—NFWA—AVL—American Chain of Wharves.



PITTSFIELD, MASS.

T. ROBERTS & SONS, INC.

Local and Long Distance Furniture Moving

Fireproof Storage Warehouses
Household Goods Storage — Packing — Shipping
Merchandise Storage and Distribution
Pool Car Distribution

DIRECT R.R. SIDING

B. & A. R.R. OR ANY R.R.

MASSACHUSETTS—MICHIGAN

SPRINGFIELD, MASS.



ANDERSON & BENSON CORP.
270 LIBERTY ST. • SPRINGFIELD

**NORTH AMERICAN
VAN LINES, INC.**
Long Distance Moving

SPRINGFIELD, MASS.

ATLANTIC STATES WAREHOUSE AND COLD STORAGE CORPORATION

385 LIBERTY ST.

General Merchandise and Household Goods Storage. Cold Storage for
Butter, Eggs, Poultry, Cheese, Meats and Citrus Fruits
B. & A. Sidings and N. Y., N. H. & H. R. R. and B. & M. R. R.
Daily Trucking Service to suburbs and towns within a radius of 50
miles.
Member of A.W.A.—M.W.A.

SPRINGFIELD, MASS.

E. G. Mooney, Pres. J. G. Hyland, V-Pres.

HARTFORD DESPATCH and WAREHOUSE CO., Inc.

214 BIRNIE AVENUE, SPRINGFIELD, MASS.

U. S. Bonded Warehouses . . . Pool Car Distribution . . . Household and
Merchandise facilities . . . Private Siding . . . Our fleet covers Connecticut
and Massachusetts daily. Warehouses at Bridgeport and Hartford, Conn.
Members: NFWA—AWA—ACW—AVL Agents

SPRINGFIELD, MASS.



J.J. Sullivan The Mover, Inc.

Fireproof Storage

Offices: 385 LIBERTY ST.

HOUSEHOLD GOODS STORAGE, Packing,
Shipping, Pool Car Distribution of All Kinds
Fleet of Motor Trucks

BATTLE CREEK, MICH.



EDGETT & HALL TRANSFER CO.
220 McCAMLY ST. • BATTLE CREEK

**NORTH AMERICAN
VAN LINES, INC.**
Long Distance Moving

BENTON HARBOR, MICH.

POOL CAR DISTRIBUTORS

Serving all points in southwestern Michigan and northwestern Indiana. Shipments
may be consigned via Michigan Central or Pere Marquette railroads to Benton
Harbor as a distribution point.
Interstate and intrastate motor freight common carrier with I.C.C., Michigan,
and Indiana certificates.

MIDWEST TRANSIT LINES

GENERAL OFFICE • 315 NINTH STREET • BENTON HARBOR, MICH.

DETROIT, MICH.

DETROIT STORAGE CO.

Established 54 Years

STORAGE WAREHOUSES ALL OVER DETROIT



Local and Long Distance Removals
Foreign and Domestic Shipping

Main Office

2937 East Grand Boulevard

Telephone Trinity 2-8222

DETROIT, MICH.



Central Detroit Warehouse

Located in the heart of the wholesale and jobbing
district, within a half-mile of all freight terminals.
Modern buildings, lowest insurance rate in city.

Michigan Terminal Warehouse

Wyoming and Brandt Avenues

Modern concrete buildings, fully sprinklered,
serving the west side of Detroit and the city of
Dearborn. Specializing in heavy and light package
merchandise and liquid commodities in bulk. Con-
nected directly with every railroad entering the city.

Central Detroit Warehouse Co.

Fort and Tenth Streets, Detroit, Mich.

DETROIT, MICH.

ANNOUNCING

DETROIT TERMINAL WAREHOUSES, INC.

W. A. SELLON, GEN. MGR.

4444 LAWTON AVE.

PH: TY 7-5334

Los Angeles Buys Waterfront Acreage from S.P. Railroad

The Los Angeles Harbor Commission has authorized
purchase from the Southern Pacific Railroad of 35
acres of waterfront land in the San Pedro area of the
Los Angeles Harbor District. The acreage is to be
used for eventual development of additional cargo and
passenger terminals.

The purchase, which terminated more than 25 years
of litigation, transferred to the city all of the Southern
Pacific's remaining property in the San Pedro area, ex-
clusive of rights of way. The Southern Pacific had
owned the property for 65 years.

As a result of the transaction the city acquired
almost the last of the privately held waterfront land
in the harbor area. Four years ago the city bought
10 acres from the Southern Pacific for \$445,000.

● The Carrollton Springs Rye Distillery, Inc., owned
by the same interests that control Records & Golds-
borough, blenders and rectifiers, which was organized
last April, plans to open its distillery in the former
Fleischman Co. yeast plant at Central Ave. and Bank
St., Baltimore, Md., about April 30.—Ignace.



GRAND TRUNK WAREHOUSE & COLD STORAGE COMPANY

DETROIT, MICH.

Ferry Ave., E. and Grand Trunk Railway



Local, regional and storage-in-transit service, offering every facility known to modern distribution.

New Trunk Line
Ultra-Modern Terminal
Plant Complete Service
Continent-wide Connections

DETROIT, MICH.

Henry & Schram Storage & Trucking Company

"The Warehouse of Service"
MERCHANDISE STORAGE—GENERAL TRUCKING
CAR LOAD DISTRIBUTION



Private Siding on
Wabash—Canadian Pacific—Pennsyl-
vania—Pere Marquette Railways
A.D.T. Aero Automatic Fire Alarm and
A.D.T. Burglary and Fire Protection
"Your Interests Are Always Ours"
1941-63 W. Fort Street
DETROIT, MICHIGAN

DETROIT, MICH.

Facing the Busiest Thoroughfare in DETROIT

In this modern fireproof building you can have bright, inexpensive, specially designed offices under the same roof with a complete warehouse and distribution service.

150,000 sq. ft. located on Detroit's busiest thoroughfare. Private siding facilities for 10 cars with free switching from all railroads. Large, enclosed loading dock. Our own trucks make prompt reshipment and city deliveries.

JEFFERSON TERMINAL WAREHOUSE

DETROIT 1900 E. Jefferson Ave. MICHIGAN

DETROIT, MICH.

John F. Ivory Stge. Co., Inc.

MOVING—PACKING—SHIPPING
STORAGE—PRIVATE SIDING

6554 Hamilton Ave., Detroit, Mich.

DETROIT, MICH.

H. L. LEONARD MOVING COMPANY
9340 LIVERNOIS AVE. • DETROIT



**NORTH AMERICAN
VAN LINES, INC.**
Long Distance Moving

DETROIT, MICH.

Established 1882

RIVERSIDE

STORAGE & CARTAGE CO.

Cass & Congress Sts., Detroit, Mich.
Household Goods and Merchandise Storage
Moving—Packing—Shipping
Personal Service Guaranteed
Members—A.W.A.—N.F.W.A.—Allied Van Lines



DETROIT, MICH.

ANDREW J. STARK
307 BOULEVARD BLDG. • DETROIT



**NORTH AMERICAN
VAN LINES, INC.**
Long Distance Moving

DETROIT, MICH.

AN ASSOCIATED

Member A.W.A.



UNITED STATES WAREHOUSE COMPANY
1448 WABASH AVENUE PHONE RANDOLPH 4730

DIVISION OF
UNITED STATES COLD STORAGE CORPORATION

OPERATING

United States Cold Storage & Ice Company	Chicago
United States Cold Storage Company	Kansas City
United States Cold Storage Company	Dallas
United States Warehouse Company	Detroit



MICHIGAN—MINNESOTA

DETROIT, MICH.

Members N. F. W. A.

Wolverine Storage Company, Inc.

11850 E. Jefferson Ave.

STORAGE AND MOVING, PACKING
AND SHIPPING

Agent for Allied Van Lines, Inc.



LANSING, MICH.

Established 1919

FIREPROOF STORAGE CO.

430-440 No. Larch St., Lansing, Mich.

Merchandise and Household Goods Storage

—Modern Fireproof Building—

Pool Car Distribution—Private Sidings

P.M.R.R.

Trucks for Local Deliveries

Member of A.W.A.—May W.A.



LANSING, MICH.

Agent for Allied Van Lines, Inc.

LANSING STORAGE COMPANY

The only modern fireproof warehouse in Lansing exclusively for household storage.

MOTHPROOF FUR AND RUG VAULTS

Local and Long Distance Moving

"WE KNOW HOW"

440 No. Washington Ave.



Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

BRANCH HOUSE SERVICE

... AT WAREHOUSE COST

• It is possible here to secure the same high-grade service you would expect in your own branch warehouse, but at less expense and without worry or trouble.

• Saginaw is a distribution point for Northeastern Michigan. Every merchandise warehouse facility is available at Central-Warehouse Co.

• Merchandise storage, cartage, pool car distribution, daily direct service to all points within 75 miles by responsible carriers.

CENTRAL WAREHOUSE CO.

1840 No. Michigan Avenue

SAGINAW, MICHIGAN

MINNEAPOLIS, MINN.

A.W.A.—N.F.W.A.—Minn. N.W.A.

Kedney

STORAGE
MDSE. & HOUSEHOLD GOODS
WAREHOUSE CO.

617 WASHINGTON AVE., NO.

Represented by ALLIED DISTRIBUTION INC. CHICAGO
12 WEST 43RD ST. PHIL. 6-0667 1525 NEWBERRY AVE. MOBILE

MINNEAPOLIS, MINN.

George La Belle, Pres.

LA BELLE SAFETY STORAGE & MOVING CO.

708 Central Ave.

Minneapolis, Minn.

OPERATING AGENTS ALLIED VAN LINES



Fireproof Storage Warehouses.

Large fleet of equipment for local and long distance moving.



MINNEAPOLIS, MINN.



MINNEAPOLIS TERMINAL WAREHOUSE CO.

STORAGE — TRUCKING — POOL CAR
DISTRIBUTION

Complete Facilities At The Three Important Centers
Minneapolis Midway St. Paul

New York
Chicago

MINNEAPOLIS, MINN.

BEN KOCH, PRES.

GEO. KEENE, T. M.

Packing and forwarding

Local and Long Distance Moving House-
hold Goods Storage a Specialty.



Minneapolis

Van & Warehouse Co.

106 FIRST AVENUE NORTH, MINNEAPOLIS



MINNEAPOLIS, MINN.

CENTRAL and COMPLETE FACILITIES

NORTHWESTERN TERMINAL CO.

600 Sisson Blvd.

Member: MINNEAPOLIS N. W. A.

Merchandise warehouse completely sprinklered—State Bonded. Pool cars distributed. Close to metropolitan Minneapolis and St. Paul, Northwestern Terminal places at your disposal 20 trucks, 15 tractors and 50 semi-trailers—complete motor equipment.

ST. CLOUD, MINN.

STATE BONDED



LANDWEHR TRANSFER LINE

202 6th AVENUE NORTH

Household Goods, Merchandise Storage and Transfer. Motor Freight Terminal. Printed Tariff Schedule. Merchandise Pool Cars distributed. Ship C.L. via G.N. or N.P.
Member: Minn. Northwest W.A.

ST. PAUL, MINN.

BELTMAN COMPANY

1085 GRAND AVE. • ST. PAUL



NORTH AMERICAN VAN LINES, INC.

Long Distance Moving



Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

A COMPLETE WAREHOUSING SERVICE

Merchandise Storage — Cold Storage

Pool Car Distribution

Industrial Facilities

Situated in the Midway, the center of the Twin City Metropolitan area, the logical warehouse from which the Twin Cities and the Great Northwest can be served from one stock, with utmost speed and economy. No telephone toll charge to either city.

CENTRAL WAREHOUSE COMPANY

739 Pillsbury Avenue

St. Paul, Minnesota

Phone: Nester 2831
Represented by DISTRIBUTION SERVICE, INC.
210 E. N. Water St. 2 Broadway
CHICAGO NEW YORK CITY
Phone: Superior 7180 Phone:
Bowling Green 9-0886

625 Third St.
SAN FRANCISCO
Phone: Sutter 3461

ST. PAUL, MINN.

Agents for Allied Van Lines, Inc.
Member of N.F.W.A.—A.W.A.



Special attention given household effects of your officials and employees moved from or to St. Paul.

HOUSEHOLD GOODS STORAGE MERCHANDISE STORAGE
Complete Branch House Service

**FIDELITY STORAGE and
TRANSFER CO.**

Office & Warehouse: 332 Rosabel Cor. E. 4th St. Paul, Minn.



ST. PAUL, MINN.

A.W.A.—N.F.W.A.—Minn. N.W.A.

Kedney

STORAGE
MDSE. & HOUSEHOLD GOODS

WAREHOUSE CO.

8th and John Sts.

Represented by ALLIED DISTRIBUTION INC. CHICAGO
12 WEST 43RD ST. PHIL. 6-0667 1525 NEWBERRY AVE. MOBILE

JOPLIN, MO.

SUNFLOWER LINES, INC.

Successors to Tonnies Transfer & Storage Co.

1027-41 Virginia Ave. Joplin, Mo.

Distribution and storage of merchandise
Fireproof warehouses—Motor van service
On railroad siding—Lowest insurance rates**PACKING—STORAGE—SHIPPING**

Agent for Gray Van Lines, Inc.

**To Use More Wood
In Trucks and Trailers**

More efficient use of available woods as a substitute for iron and steel in truck and trailer construction was discussed recently by the Body Manufacturers Industry Advisory Committee at a meeting with officials of WPB's Automotive Division and other Government officials.

Committee members reported that the industry is eager to use all possible conservation measures in its operations and, as one member put it, wants "to get more mileage out of a log."

Various types of plywoods were considered as possible substitutes for iron and steel. Softwood plywoods bonded with phenolic resins cannot be counted on, the Committee was informed, because these resins are needed for more urgent war uses. Moreover, the supply of softwood plywoods is critical. A number of methods for using hardwood plywoods was discussed, and it was suggested that certain types of hardwood plywoods made with urea resins should be considered by the industry. Gumwood plywood, it was pointed out, is available in reasonable quantities. The Committee was warned, however, that even hardwood plywoods would probably become critical and that a substitute for them must be discovered and developed.

A Government official, representing the Army, stated that in certain body construction a large wood section made by gluing up small sections would be acceptable to the Army if the gluing is done by a body builder well versed in such operations. Glue manufacturers' instructions must be carefully followed because of the wide variation in the formulas of present-day glues.

Approximately 35,000 tons of iron and steel will be needed in 1943, it was estimated, to keep the trucks and trailer bodies now in use in repair. The Committee suggested that the WPB issue a limitation order controlling the amount of iron and steel used in the repair of damaged bodies. Such control, it was urged, would reveal to the industry how much critical material can be used for reconditioning and repairs.

● M. A. Hanna Co., Cleveland, coal, ore, dock, and vessel operators, reported 1942 net income of \$4,254,663, after \$1,000,000 allowance for contingencies and exclusive of security transactions. This is equal to \$3.55 a share, compared with \$4.093,717, or \$3.39, in 1941. The company operated 25 ore and coal mines and sold and delivered more than 25,000,000 tons of coal and ore, the annual report by H. M. Hanna, chairman, and G. M. Humphrey, president, stated.—Kline.

● Lawson Machine & Tool Co., 131 Exchange St., Malden, Mass., manufacturers, tools and mechanical equipment, has acquired a one-story building on local site at 120 Mountain Ave., and will remodel and equip for new machine shop. Cost reported close to \$50,000.

KANSAS CITY, MO.

In Kansas City

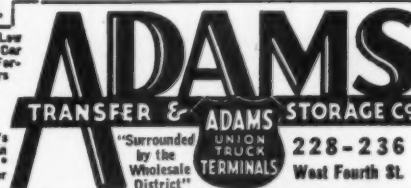
**it's the A-B-C FIREPROOF
WAREHOUSE CO.**Distribution Cars are so handled as to
carefully safeguard your own interests
and those of your customers.

Three Fireproof Constructed Warehouses

Member of N.F.W.A. Agents, Allied Van Lines, Inc.



KANSAS CITY, MO.

Merchandise Storage - Low
Insurance Rates - Pool Car
Distribution - Freight For-
warders and Distributors
via rail or daily motor ser-
vice to entire Southwest.MEMBER OF
American Warehousemen's
Association & American
Chain of Warehouses
Traffic Club & Chamber
of Commerce


ADAMS
TRANSFER & STORAGE CO.
"Surrounded
by the
Wholesale
District"

228-236
West Fourth St.

KANSAS CITY, MO.

Established 1880

CENTRAL STORAGE CO.

Efficient, Complete Merchandise Warehousing Service

Office—1422 ST. LOUIS AVE.
(West 10th Street)

In Center of Wholesale and Freight House District

KANSAS CITY, MO.

Financing

CROOKS TERMINAL WAREHOUSES

"Kansas City's Finest Warehouses"

A.D.T. BURGLAR ALARM

LOWEST INSURANCE RATES

COOL ROOM FACILITIES

BEST RAILROAD FACILITIES

IN THE HEART OF THE FREIGHT

HOUSE AND WHOLESALE DISTRICT

Operating

Brokers' Warehouse, Security Ware-

house, Terminal Warehouse



KANSAS CITY, MO.

**STORAGE
AND
DISTRIBUTION**300,000 sq. ft.
Trackage on
three railroads
Truck docks—
Low Insurance**Merchandise Warehouses, Inc.**ST. LOUIS AVE.
& MULBERRY ST.

KANSAS CITY, MO.

Established 1903

POOL CAR TERMINAL—Spacious, enclosed, sheltered loading
Dock, facing wide Street in Wholesale and Shipping District on
B&O-Alton Railroad siding.**MERCHANDISE STORAGE — GENERAL CARTAGE**

Sprinklered—A.D.T. — Fleet modern Equipment

THE ONLY WAY TRANSFER & WAREHOUSE CO.

1400-10 St. Louis Avenue

KANSAS CITY, MO.

WALNUT WAREHOUSE, Inc.

2020-24 Walnut St.

"Right in the Midst of Business"

Most modern warehouse in Kansas City with ex-
cellent facilities for efficient service.

Catering to national accounts.

MEMBER: A.W.A., Mo.W.A., K.C.W.A.



MAPLEWOOD, MO.

JACKSON MOVING & STORAGE CO.
7509 MANCHESTER AVE. • MAPLEWOOD**NORTH AMERICAN
VAN LINES, INC.**
Long Distance Moving



COMPACT

● A one-word description of our modern warehousing facilities—large enough to meet the requirements of any shipper, yet so compactly organized that all the usual annoying details of wide-spread organizations are eliminated.

Even the city is compact, when viewed from our location—all the important business districts can be reached in 15 minutes. We operate a continuous distribution service, city wide and county coverage, with an up-to-the-minute fleet of motor trucks.

Consign cars to yourselves in our care via any railroad entering the city. Terminal Railroad Association delivery: Reciprocal Switching.

S. N. LONG WAREHOUSE
ST. LOUIS, MO.

**USE
LONG SERVICE**
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to market

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Warehouse Industry Vital To War Effort, Eastman Says

Emphasizing the indispensable part that storage plays in the distribution of commodities of all kinds, and its vital role in the war effort, Joseph B. Eastman, ODT director, in a recent review and preview of the warehouse industry's wartime activities, declared that the country's transportation system could not function without it.

"With commodities of all kinds streaming through the country's transportation channels in the greatest volume in history, the nation's warehousing industry is continuing to provide places where these goods can be cared for whenever there is a necessary pause in transit," Mr. Eastman said.

"The situation in this important industry," Mr. Eastman said, "is comfortable, and the future here appears reasonably bright."

The only major reservation made by the ODT director in his optimistic statement was in regard to the manpower shortage. "With vast space requirements largely provided for," he said, "the problem of keeping warehouses, particularly refrigerated warehouses, adequately staffed looms ever larger."

The satisfactory condition of the industry was attributed by Mr. Eastman to two factors:

1. The willingness of warehousemen to organize their operations for the handling of unprecedented quantities of essential war commodities and to adapt their methods to the upheavals which war production has caused in the whole production and distribution system.

2. Close cooperation among the government agencies responsible for the procurement, storage and distribution of war materials and for the provision of warehouse space for these materials, and between warehousemen and government agencies.

Mr. Eastman summarized conditions in the various phases of storage as follows:

Dry merchandise warehousing: The industry is operating about 150,000,000 sq. ft. of floor space as against 115,000,000 sq. ft. in 1939. Expansion is limited only by manpower. Approximately 25 per cent of public warehouse business is government business. Another 25 per cent results directly from government programs. Compared with business before the war this is practically all new business. Mr. Eastman paid tribute to the Federal Emergency Warehouse Assns. for their "organization and cooperation."

Refrigerated warehousing: This branch of the industry is operating about 555,000,000 cu. ft. of net piling space, about 40,000,000 cu. ft. of which is cooler space. At least 30 per cent of the holdings are either government-owned or in process of purchase by government agencies. The reasonably favorable outlook in the refrigerated warehouse situation is predicated upon continued improvement of the ocean shipping picture and upon solution of manpower problems.

Port conditions: In contrast to the situation that prevailed during the last war, when thousands of freight cars piled up behind New York, our ocean ports today are in a relatively liquid condition. Freight bound for ports for off-shore movement is controlled through a system of ODT block and unit permits, by which freight is matched with available space on vessels and in storage.

Mr. Eastman recalled that for the nation's vast wartime production program available storage space at the outset seemed inadequate and hopelessly short in spots. The fact that anticipated painful pinches for space had not materialized had been due, he said, to planning, organization, cooperation, and "some luck."

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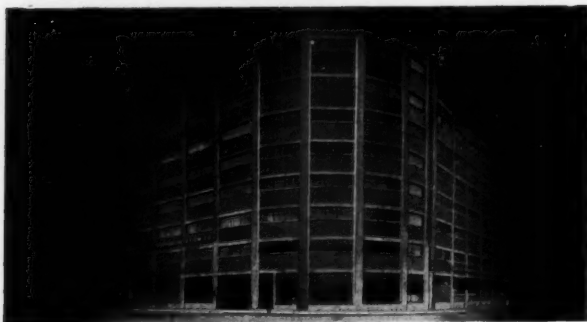
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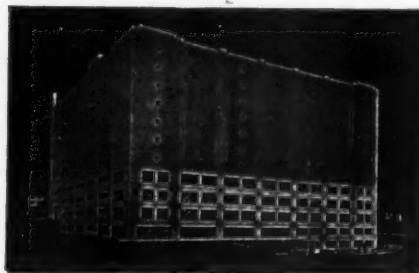
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Exporters Urged to Plan For Post-War Business

Even though foreign trade may not be productive at present, the exporter should strive to keep his regular channels open and his foreign affiliations intact, a government spokesman from the Dept. of Commerce advised 500 delegates to the eighth annual Chicago World Trade Conference.

"This is post-war planning of a practical nature, both from the personal and the national viewpoint," E. E. Schnellbacher, chief, Division of Commercial and Economic Information, Bureau of Foreign and Domestic Commerce, told the conference.

"The exporter should not let his foreign customers forget his products," he continued, "even though he is unable to fill all his export orders at the moment. Good-will advertising in the foreign field is the obvious answer, and it is the method being followed by many far-sighted business men today.

"A survey recently conducted by the field force of the Dept. of Commerce, in cooperation with the Office of the Coordinator of Inter-American Affairs," Mr. Schellenbacher said, "reveals that United States advertising in the other American republics will show a definite increase during the current year. Many manufacturers will utilize local radio stations to a greater extent than ever before and some for the first time. On a budget basis 40 per cent of the firms interviewed will maintain normal advertising schedules in the other American republics, and 25 per cent will increase the amount spent this year. Only 12 per cent reported cuts in the amount to be spent in 1943."

Despite wartime handicaps, this nation's foreign trade has "kept on a surprisingly even keel," Schnellbacher revealed. Dept. of Commerce findings, he said, show that during the first 11 months of last year exports reached a total of about \$7,000,000,000. Of this amount lend-lease accounted for some 60 per cent. The difference was business that moved mainly through private channels, even though it was often placed indirectly through procurement agencies of this and other governments. This was approximately the same aggregate dollar business as was done in the years preceding the outbreak of hostilities.

The government, he said, "recognizes the necessity of maintaining the private export mechanism which the country must rely on for conducting its international business once victory is won." For that reason, he added, a large part of the goods being shipped from the United States for the account of foreign governments (other than purely military equipment and whether against cash purchases or under lend-lease) is and has been moving through private channels. The government, he stated, "will continue to use the facilities of experienced foreign traders as much as possible."—*Slawson.*

● Collingwood Terminals, Ltd., Montreal, Canada, showed a net profit of \$35,412, in 1942, compared with \$37,437 in 1941. At the year end the deficit account stood at \$37,753, compared with \$70,820 a year earlier. Operating revenue was \$218,061, compared with \$207,833 in 1941. The balance sheet shows current assets \$75,276 and current liabilities \$32,157, leaving working capital of \$43,119, compared with \$52,147 at the end of 1941.—*Carmichael.*

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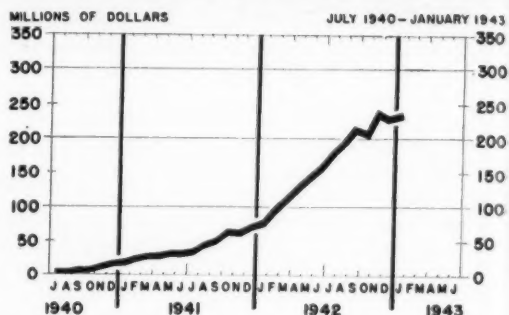
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 Members of the A.V.L.—N.F.W.A.—N.Y.F.W.A.—N.Y.S.W.A.

U.S. WAR EXPENDITURES DAILY RATE



War expenditures by the United States Government totaled \$6,254,000,000 in January. This was \$129,000,000, or 2.1 per cent, higher than in December and 185 per cent greater than in January, 1942.

The average daily rate of expenditure in January was \$240,500,000, compared with \$235,600,000 in December. The daily rate is based on the 26 days in January and December on which checks were cleared by the Treasury. In January, 1942, \$81,200,000 were spent daily for war purposes.

The figures cover expenditures both by the Treasury and by the Reconstruction Finance Corp. and its subsidiaries.

Texas Elevator Expands Storage Facilities

At a cost of \$600,000, the Burrus Mill and Elevator Co., Fort Worth, Texas, is installing two new grain elevators with a capacity of 7,000,000 bu., bringing the plant's total storage capacity to 11,000,000 bu. This will give it the largest grain storage capacity of any individual plant in the Southwest, it is said.

A new type of construction is being employed, consisting of concrete foundations and floors, with wooden supports for roof and sidings of galvanized sheet iron. Each of the new buildings is to be 200 ft. wide, 775 ft. long, and 70 ft. high.

Reconstruction is also going forward on existing elevators recently damaged by a dust explosion and fire. The new elevators are due to be completed in June.—Drummond.

● Interstate Commerce Commission and Indiana Public Service Commission have approved the purchase of the motor freight division of the Indiana Railroad by the Inter-State Motor Freight System, Grand Rapids, Mich. The Indiana Railroad serves 50 points in Indiana. Some of the Indiana Railroad terminals will be merged with the terminals operated by Inter-State in towns where both units operate, said W. F. Drohan, president of Inter-State.—Kline.

● Southern Acid & Sulphur Co., Inc., Rialto Bldg., St. Louis, Mo., manufacturer, heavy chemicals, acids, etc., will carry out expansion in one of its plants in Texas, exact location not announced, for production for Government, including new buildings and installation of machinery and equipment for increased output. Cost about \$700,000. Financing will be provided by Defense Plant Corp., Washington, D. C., federal agency.

HEMPSTEAD, L. I.

HARRY W. WASTIE—Vice-Pres. & Gen. Mgr.

HEMPSTEAD STORAGE CORP.

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For household goods, merchandise, Pool car distribution.
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Member of N.F.W.A.—N.Y.F.W.A.—N.Y.S.W.A.—L.I.N.S.A.
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MOVING • PACKING • SHIPPING

For Service on all of Long Island
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KENMORE, N. Y.

KENMORE MOVING & STORAGE CO.
16 LINCOLN BOULEVARD • KENMORE



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Kew Gardens Storage Warehouse, Inc.
Motor Vans, Packing, Shipping

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D and W, April, 1943—89

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Pool cars distributed. Our warehouses, brick and steel construction,
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Fireproof Storage Warehouses

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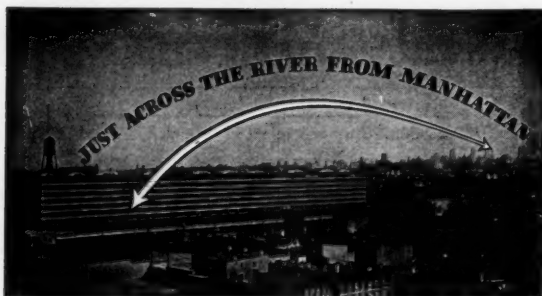
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Over 1,000,000 sq. ft. of light, well ventilated space carrying a 6¢ insurance rate. Over 1000 ft. of truck platform served by 24 modern freight elevators and a fleet of high speed electric trucks.

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\$5,600,000

ESTABLISHED
1882

GENERAL MERCHANDISE STORAGE

EASY ACCESSIBILITY QUICK HANDLING
EXCELLENT LOADING FACILITIES NEW YORK'S LARGEST TRUCK SCALE
TWO MODERN FIREPROOF WAREHOUSES
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Street
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Storage, Distribution and Freight Forwarding
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IDEALLY LOCATED

IN THE VERY CENTER OF NEW YORK CITY
Adjacent to All Piers, Jobbing Centers
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Unusual facilities and unlimited experience in forwarding
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Established 1875

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Two Fireproof Buildings Having 110,000 Sq. Ft.
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tion of Merchandise & Household Goods.
Pool Car Distribution Household Goods Transferred
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Licensed by Cocoa, Cotton, Coffee and Sugar

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Outstanding as its dominance over New York's West
Side midtown skyline, the STARRETT-LEHIGH BUILDING
offers the manufacturer and distributor superior advantages:

- Lehigh Valley R. R. freight terminal on street level;
elevators direct to rail yard platform
- Truck elevators to all floors, affording street floor
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Serving Greater New York and All Points in Westchester County

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3,000,000 Cubic Feet—Pool Car Distribution

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130,000 Sq. Ft. Fireproof Storage

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ALL POINTS RADIUS 35 MILES

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Specializing in:

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Foreign Lift-Van Service

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Modern up to the minute DRY, COLD and Sharp Freezer facilities with ventilation and humidity control. Temperature Range for COLD and Sharp Freezer facilities 15 to 35° above. Storage-in-transit privileges.

All Fireproof buildings—Very low insurance rates. 90 car private siding—Free switching—U. S. Warehouse Act—Bonded. Member of N.Y.S.R.—A.W.A.s.

H. B. Lacky, Treas. and Mgr.

FRUITS
VEGETABLES
CONDENSED MILK
WHOLE AND SKIM
POWDERED MILK
ALMONDS
EGGS
BEER
BUTTER
CORRUGATED
CARTONS
COCOA BEANS
SUGAR**Air Express Increased 13%
In January, United Reports**

Air mail traffic handled by United Air Lines in January reached a total of 1,452,107,000 lb. miles, a gain of 97 per cent or nearly double the 735,957,612 lb. miles flown in January, 1942. Air express pound miles flown in January also showed a substantial advance over the same month last year, according to estimated figures released recently by Harold Crary, vice president in charge of traffic.

This year's January total was 608,426,000, a gain of 13 per cent over the 539,351,841 lb. miles of Jan., 1942. United's revenue passenger miles likewise increased to 20,242,900 this year, a gain of 16 per cent. All figures cover only regularly scheduled passenger-mail-express flights, and do not take into account the extensive operations of United under direct contracts for the government, Crary said.—*Slawson*.

Parker Appliance Co., 17325 Euclid Ave., Cleveland, O., manufacturer of fabricated metal equipment for aircraft, has purchased a 4-story industrial building on local site at St. Clair Ave. and E. 72nd St., totaling 85,000 sq. ft. of floor space, and will improve and equip for expansion. Work is scheduled to be carried out at once.

Ortho Products, Inc., 1900 Linden Ave., Linden, N. J., manufacturer, pharmaceutical specialties, has leased space in industrial building at 1004 Elizabeth Ave., Elizabeth, N. J., approximating 7,000 sq. ft. of floor area, and will equip for expansion.

ROCHESTER, N. Y.

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Storage Warehouse

Main St., East at Circle St.
General Merchandise Storage • Distribution
Household Goods Storage • Shipping
Pool Cars Distributed and Reshipped
Direct R. R. Siding N. Y. Central
In the Center of Rochester

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MERCHANDISE STORAGE and DISTRIBUTION

• PRIVATE RAIL SIDINGS

DAILY, STORE-DOOR, MOTOR FREIGHT SERVICE TO ALL NEW YORK STATE POINTS

Member: American Chain of Warehouses—MayWA

SYRACUSE, N. Y.

DISTRIBUTION
MOTOR FREIGHT LINES
PRIVATE RAIL SIDINGS

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COMPLETE MERCHANDISE AND HOUSEHOLD GOODS STORAGE
SERVICESRepresented by
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BROAD STREET WAREHOUSE, INC.Complete Warehousing
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Heated Storage

Private Siding and Motor Freight Terminal

Daily Trucking Service to all

Points in New York State

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Established 1916

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Specializing in Cotton, Cotton Waste, Textiles, Alkalies, Denatured Alcohol, Anti-Freeze, Automobiles, Etc. Warehouses on D.L.&W. and N.Y.C. Private siding. Sprinklered throughout. Pool car distribution. Motor service.

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Prompt service for any point in Westchester County

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CHARLOTTE, N. C.

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MOTOR TRUCK SERVICE LOCAL AND DISTANCE. PRIVATE
RAILROAD SIDING. SPRINKLERED.
ESTABLISHED 1908

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Bonded fireproof storage.
Household goods and merchandise.
Pool cars handled promptly. Motor Service.
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All buildings fully fireproof construction

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Pool Cars—Trucking Service

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RALEIGH, N. C.

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MERCHANDISE STORAGE
POOL CAR DISTRIBUTION

Private Siding

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FARRAR TRANSFER & STORAGE WAREHOUSE

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Long Distance Moving — Pool Car Distribution
Private Siding, A. C. L. Railroad Co.
Members, N. F. W. A. — A. T. A.

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Union Storage & Transfer Company

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General Storage—Cold Storage—Household Goods
Established 1906

Three warehouse units, total area 161,500 sq. ft.; of this 20,330 sq. ft. devoted to cold storage. Two buildings sprinkler equipped. Low insurance costs. Spot stocks. Pool car Distribution. Complete warehouse services. Fargo serves North Dakota and Northwestern Minnesota.
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General Storage—Moving Household Goods
Pool Car Distribution—Motor Freight
Terminal

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FOR EXPERIENCED WAREHOUSING
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APPROVED MEMBERS
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OHIO WAREHOUSEMEN'S ASSOCIATION
COLUMBUS OHIO

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Merchandise Storage.
A.D.T. Alarm.
Pool Car Distribution.
Household Goods Storage.
Low Insurance.

Member of May.W.A.—O.W.A.—A.W.A.



Average of l.c.l. Freight Shows Decline, ODT Reports

The average load per car of l.c.l. freight carried by Class I railroads declined from 20,704 lb. in November to 20,294 lb. in December, ODT has announced.

Total volume of merchandise freight handled by Class I carriers, which amounted to 8,080,377,157 lb. in November, dropped to 7,970,811,532 lb. in December, but the number of cars used in the movement rose from 390,278 to 392,776, resulting in a lower average load per car. The December average of 20,294 lb. was slightly above the 10-ton minimum prescribed Sept. 1, under ODT's General Order No. 1, for loadings of l.c.l. freight.

ODT officials said the decline in the volume of merchandise freight handled by the 116 reporting Class I roads was considerably less than normal for December. They attributed the drop in average loadings per car partly to the smaller volume of freight handled, but principally to the utilization for merchandise loadings of cars which otherwise would have moved as empties. Such utilization occurred primarily in the case of the return movement of refrigerator cars to the West Coast, Texas, and Florida. It was pointed out that since refrigerator cars have a smaller capacity than box cars, their use for merchandise loadings on return movements, while making for more efficient car utilization, lowers the average l.c.l. per car.

The volume of merchandise freight handled by freight forwarding companies showed a contra-seasonal increase in December, rising to a total of 492,249,480 lb. from a total of 463,172,319 lb. in November. The average load per car, however, declined from 41,939 lb. in November to 41,477 lb. in December. The lower average load per car of merchandise handled by freight forwarders in December was still more than 4,000 lb. above the average of 37,262 lb. for the six-month period from May through October.

● One of the two grain elevators owned by the Canadian National Railways, landmarks on the Portland, Me., waterfront, is being torn down to provide strategic scrap materials for the war effort. The massive structure, erected in 1896 at an estimated cost of \$400,000, has been little used since 1924, and is expected to yield four million feet of lumber, 100 tons of reusable piping; 50 tons of scrap metal; 100 tons of belt rope; 60 tons of rubber belting; 20 tons of rope; 90 tons of sheet metal and considerable copper wire.

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FOURTH AND CHERRY, N.E.

 Merchandise, Household
 Goods, Cold Storage

 Pool cars distributed. Private sidings.
 Free switching on all roads. Separate fire-
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 Member: A.C.W.—MAY.W.A.—A.W.A.—
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**GENERAL STORAGE—COLD STORAGE—POOL CAR
 DISTRIBUTION—LONG DISTANCE TRUCK TERMINALS**

11 Car Switch in Building

Internal Revenue and General Bonded Storage

Insurance Rate 14½¢ per \$100 per annum

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49 CENTRAL AVE. HARRY POSTER, General Manager CINCINNATI, O.

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Long Distance Moving

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CINCINNATI'S NEWEST WAREHOUSE

QUEEN CITY WAREHOUSE

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 COMPLETELY FIREPROOF
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 SAMPLE ROOMS

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SERVING: FT. THOMAS, WRIGHT & PATTERSON FIELDS

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 Specializing in Merchandise Storage
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 Operating Own Delivery Equipment
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CLEVELAND, OHIO

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**WATER, RAIL AND
 TRUCK FACILITIES**
**4 LEDERER
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 Cleveland's Only Lakefront Public Warehouse with Direct
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 Agent ALLIED VAN LINES, Inc.
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 Exclusive Agent:
 Greater Cleveland
 for Aero-Mayflower
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POOL CAR DISTRIBUTION

PRIVATE SIDING AND SWITCH—N. Y. CENTRAL LINES

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Packing—Shipping—Storage—Local and Long Distance Moving—Steel
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Agent—Allied Van Lines, Inc.



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THE MERCHANDISE WAREHOUSE CO.

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Complete service for

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Private Siding NYC and Big Four

14 Car Capacity

Pool Car Distribution A.D.T. Service

Centrally Located Modern Facilities

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Modern warehouse for merchandise—Low
Insurance—Central location in jobbing dis-
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Est. 1904



Merchandise—Household Goods

Wright Service to Meet Your

Requirements

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WAGNERS SERVICE, INC.

Pennsylvania Railroad and Lowry Ave.

A warehouse service that embodies every
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Motor Freight Service—Door to door delivery
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—Distribution—Negotiable Receipts—Transit Storage Privileges—
Low Insurance Rate—City Delivery System.

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CAPACITY

800—CARS COLD

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"QUICK SHIPPERS"

TOLEDO TERMINAL WAREHOUSE, INC.

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Merchandise storage . . . Pool car distribution . . .

Fireproof . . . Private siding Nickel Plate Road

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Motor truck service . . . Lo-

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OKLAHOMA CITY, OKLA.

Established 1889

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ALDRIDGE VAN & STORAGE CO.

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Merchandise and Household Goods Storage

49,000 square feet all on ground floor

Fireproof Warehouse—Trackage—Pool Car Distribution

Agents: Greyvan Lines, Inc.



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Merchandise Storage—Pool Car Distribution

Located in Center of Tulsa Wholesale District

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Storage — Moving —
Packing — Shipping of
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Works of Art — Silver
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Agent ALLIED VAN LINES, INC.**Chicago Vigilance Committee
Will Check Truck Shipments**

A conference of representatives of the Chicago Assn. of Commerce, shippers, motor freight operators and government officials to formulate policies of a special vigilance committee, established to devise ways to overcome the delay in war shipments occasioned by shortage of motor trucks in the Chicago metropolitan area, has developed a plan which will cover motor truck operations in the area including all communities within the boundaries of the Elgin, Joliet and Eastern Railroad, as well as Gary and East Gary, Ind.

The plan is designed to develop an accurate record of the use being made of motor carrier equipment; to establish a systematic method of reporting undue detention and improper use of such equipment; and to bring about corrective measures.

It was agreed by the conferees that unless such a plan is carried on by joint action of the shippers and carriers themselves the government itself may step in. Government intervention would probably result in drastic regulations for specific use of motor freight equipment as well as heavy penalties for shippers and carriers failing to release trucks as promptly as possible for other service. Mindful of the success already accomplished in bringing about more efficient use of railroad cars, following joint shipper-carrier action, it was decided that Chicago area shippers and motor carriers should have similar opportunity now to solve the motor truck shortage problem.

To keep the shippers and carriers on their toes under the vigilance committee plan, they will be required to make regular reports of motor freight traffic to a joint information office. Special investigation will be made of those cases where consignees hold for longer than two hours shipments of dead freight or longer than three hours shipments of perishable freight, where consignees refuse to accept shipments when tendered, or where consignees close their receiving platform facilities earlier than 5 p.m. between Monday and Friday or earlier than noon on Saturday, making it impossible for the carriers to make deliveries.

The carriers will be required to report when trucks leave their terminals, when they arrive at places where freight is to be picked up or delivered and when vehicles are released. Shippers, in like fashion, will maintain reports showing the actual service given by the trucking companies.—*Slawson.*

PORTLAND, ORE.

H. M. CLARK, Pres.

HOLMAN TRANSFER COMPANY
STORAGE DISTRIBUTION

SINCE 1864

1306 N.W. Hoyt St.

A.W.A.—O.S.W.A.

PORTLAND, ORE.

J. H. CUMMINGS, Pres.
MERCHANDISE, STORAGE &
WAREHOUSING**Northwestern Transfer Co.**
General Forwarding Agents

SPECIAL ATTENTION GIVEN TO POOL CARS

Our private siding is served by all railroads

1504 N.W. Johnson St., Portland, Oregon

Estab. 1888



PORTLAND, ORE.

OREGON TRANSFER COMPANY

Established 1868

1238 Northwest Glisan Street Portland, Oregon
U. S. BONDED and PUBLIC WAREHOUSES

Merchandise Storage and Distribution

Lowest Insurance Rates—Sprinkler Equipped

Member A. W. A.

Eastern Representatives Distribution Service, Inc.

PORTLAND, ORE.

COVER THE NORTHWEST
THROUGH**RUDIE WILHELM WHSE. CO., INC.**

U. S. Bonded—Concrete Building—A. D. T. Sprinkler System

Complete Facilities for Storage and Distribution
of All CommoditiesFree Switching from All Railroads
New York, 271 Madison Ave.Portland's Lowest Insurance Rates
Member A.W.A.

ALLENTOWN, PA.

MEMBER

Only Large Fire-Retardant Warehouse in
Lehigh Valley**DIEHL STORAGE COMPANY**

126-132 N. 8th ST.

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MOVING—CRATING—SHIPPING

F. WILLARD WOLFE, PRES. & GEN. MGR.

HARRISBURG, PA.

Inc. 1902

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**HARRISBURG STORAGE CO.**

Fire Retardant & Fireproof Warehouses

P.R.R. Sidings

Pool Car & Delivery Service

Represented by

THE AMERICAN CHAIN OF WAREHOUSES, INC.

HARRISBURG, PA.

KEYSTONE WAREHOUSE

GENERAL MERCHANDISE STORAGE

POOL CARS DISTRIBUTED

BRICK BUILDING—LOW INSURANCE

STORE DOOR DELIVERY ARRANGED FOR

PENNA. R. R. SIDING

OPERATED BY HARRISBURG WAREHOUSE CO.

HAZLETON, PA.

EST. 1815

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**KARN'S STORAGE, INC.**

MERCHANDISE WAREHOUSE L.V.R.R. SIDING

Storage in Transit Pool Car Distribution

Packing — Shipping — Hauling

Fireproof Furniture Storage

Members: Mayflower W.A.—P.F.W.A.—P.W.A.

PENNSYLVANIA

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LANCASTER STORAGE CO.

LANCASTER, PA.

Merchandise Storage, Household Goods, Transferring, Forwarding, Manufacturers' Distributors, Carload Distribution, Local and Long Distance Moving
Member of May.W.A.

PHILADELPHIA, PA.

Est. over 50 years.

Pool Car Distribution a Specialty

FENTON STORAGE CO.

Absolutely Fireproof 46th and Girard Ave.
Cable Address "Fence"
P. R.R. Siding
Storage, moving and distribution of household goods and merchandise

PHILADELPHIA, PA.

Fidelity—20th Century Storage Warehouses

General Offices—1811 Market St.
Agent for Allied Van Lines, Inc.



Bus type vans for speedy delivery anywhere. We distribute pool cars of household goods. Prompt remittance.
Assoc. N. F. W. A., Can. S. & T., P. F. W. A.

PHILADELPHIA, PA.

Established 1865

GALLAGHER'S WAREHOUSES

708 South Delaware Avenue
Merchandise Storage Direct Sidings-Penna. R.R. and Reading R.R.
Storage in Transit
Represented by Associated Warehouses, Inc.
New York Deliveries Chicago
59 Vanderbilt Ave. City and Suburban 549 W. Randolph St.
Murrayhill 9-7645 Randolph 4458

WARTIME WAREHOUSING in Philadelphia

Over 1,000,000 square feet of space in 22 modern warehouses, with every transportation connection and the most modern handling facilities. Special equipment for difficult commodities, including Guardite fumigation of foods, tobaccos, fibres, etc. Large modern fleet for store-door service.

A complete set-up to meet and improve your Philadelphia storage and distribution problems, with wartime economy. Full details on request.

PENNSYLVANIA WAREHOUSING & SAFE DEPOSIT CO.

4th and Chestnut Streets • Philadelphia

WARREN T. JUSTICE, President

MEMBER: A. C. W. A. W. A. P. W. A.

REPRESENTATIVES:

GEO. W. PERKINS,
82 Beaver St., New York, Ha 2-1934
J. W. TERREFORTE,
250 Park Ave., New York, Pl 3-1235
W. J. MARSHALL,
53 W. Jackson Blvd., Chicago, Har 1496



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2,100,000 Square Feet

MERCHANTS WAREHOUSE CO.

10 Chestnut St.

Phone: LOM. 8070

11 modern buildings in leading business sections. Served by all R.R.'s. Loading and unloading under cover. Storage-in-transit privileges. Goods of all kinds, bonded and free.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

PHILADELPHIA, PA.

BUELL G. MILLER, President

MILLER

North Broad Storage Co.

BROAD & LEHIGH & BRANCHES
Member P.M.T.A., C.F.M.A. of Pa.

PHILADELPHIA, PA.

QUAKER STORAGE COMPANY

2501 GERMANTOWN AVE.

COMPLETE HOUSEHOLD
GOODS SERVICE



Member: P.M.T.A., C.F.M.A., P.F.W.A. Agents for United Van Lines, Inc.

Amendment Issued Concerning CMP

Details of procedures to govern PRP units during the period of industry's transition from PRP to the Controlled Materials Plan in the second quarter of this year have been made public with the issuance of an Amendment to Priorities Regulation No. 11 and a short Supplemental Regulation No. 11A.

Purpose of the transitional procedure is to assure materials to manufacturers pending their receipt of allotments under CMP, by extension into the second quarter of a basic percentage, in most cases 70 per cent, of their first quarter PRP authorizations.

After March 31, but not before that date, those PRP units which have not been advised otherwise will be permitted to apply first quarter ratings to the remaining 30 per cent of their first quarter authorizations. The quantities authorized, however, will vary in some cases for particular products or industries.

Extensions of authorizations are automatic, and PRP units will not be required to submit additional PD-25A applications.

Necessity for providing for the needs of manufacturers who might not obtain allotments in time to meet second quarter requirements was foreseen when CMP was announced last November, and a transitional period was provided for. The regulation issued today outlines and provides legal basis for the methods adopted to meet such situations.

CMP officials pointed out that, although this regulation assures all PRP units ratings for a percentage of their first quarter materials, those who do qualify under CMP will enjoy a substantial advantage in securing materials, as purchase orders bearing allotment numbers will have a preferred status over those bearing preference ratings only.

Noma Electric Corp., 55 E. 13th St., New York, N. Y., manufacturer, electrical products, has leased six-story and basement building at 21-25 W. 20th St., totaling 45,000 sq. ft. of floor space, and will occupy for new warehouse and distributing headquarters.



D and W, April, 1943—97

SCRANTON, PA.

R. F. POST
DRAYMAN & STORAGE WAREHOUSE
 221 Vine St.
 HOUSEHOLD STORAGE POOL CARS
 MERCHANDISE STORAGE PACKING
 LOCAL AND LONG DISTANCE MOVING
 PRIVATE SIDING, D. L. & W. R. R.

SCRANTON, PA.

THE QUACKENBUSH WAREHOUSE CO.
 219 VINE STREET
 MERCHANDISE AND HOUSEHOLD GOODS
 STORAGE POOL CAR DISTRIBUTION
 D L & W and D & H Sidings
 Represented by
 NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
 11 WEST 42ND ST., PENN. 6-0948 1525 NEWBERRY AVE., ILL. 53-31

SHARON, PA.

SHARON COAL & ICE CO.
 230 W. Budd St., Sharon, Pa.
 Cold Storage—Merchandise—Household Goods
 2 Warehouses with private sidings on Erie & P RR's
 Reciprocal switching. Loans on Stored Commodities.
 Cold Storage for furs—Cold storage lockers—Quick Freeze
 space.

UNIONTOWN, PA.

H. D. RYAN—L. G. HOWARD, Proprietors

KEYSTONE TRANSFER CO.
 CORNER BEESON BLVD. & PENN ST.
 HOUSEHOLD GOODS PACKED, SHIPPED, STORED
 LONG DISTANCE MOVING
 Private Siding B. & O. R.R.

WILKES-BARRE, PA.

WILKES-BARRE STORAGE CO.
 General Storage and Distribution
 Prompt and Efficient Service
 12 Car Track Located on Lehigh Valley RR. Switches
 Storage-in-Transit and Pool Cars
 19 New Bennett St. Wilkes-Barre, Pa.

WILLIAMSPORT, PA.

WILLIAMSPORT STORAGE CO.
 FIREPROOF BUILDING—416 FRANKLIN STREET
 P. R. R. SIDING
 MERCHANDISE STORAGE AND DISTRIBUTION
 HOUSEHOLD GOODS—DRAYAGE
 IDEAL DISTRIBUTING POINT FOR CENTRAL PENNSYLVANIA

PROVIDENCE, R. I.

CADY MOVING & STORAGE CO.
 80-90 Dudley St.
 FIREPROOF WAREHOUSE
 Storage, Moving, Shipping
 Fleet of Long Distance Moving Vans
 Member National Furniture Warehousemen's Assn.
 Agent for Allied Van Lines, Inc.

PROVIDENCE, R. I.

Terminal Warehouse Company of R. I., Inc.
 storage all kinds of General Merchandise, Pool Car
 Distribution. Lowest Insurance.
 Trackage facilities 50 cars. Dockage facilities on
 deep water.
 Shipping directions South Providence, R. I.

CHARLESTON, S. C.

Charleston Warehouse and Forwarding Corp.
 Merchandise Storage and
 Distribution of Pool Cars
 Modern Concrete Warehouse. 100,000 Square Feet of Storage Space.
 Private Tracks Connecting with All Railroad and Steamship Lines.
 Motor Truck Service.
 Member of the American Chain of Warehouses, Inc.

COLUMBIA, S. C.

Distribution Center of South Carolina



CAROLINA BONDED STORAGE CO.
 Est. 1928
 General merchandise and household goods
 storage.
 Pool Car Distribution. Private rail sidings.
 Sprinkler equipped warehouse.



GREENVILLE, S. C.

"The Heart of the Piedmont"

TEXTILE WAREHOUSE CO.
 Est. 1928
 511-13-15 Rhett St.



GENERAL MERCHANDISE—H.H.G. STORAGE
 Pool Car Distribution—Motor Truck Service
 Low Insurance Rate Private Siding

SIOUX FALLS, S. D.

WILSON STORAGE AND TRANSFER CO.
 110 NO. REED ST.
 Investment \$350,000
 State Bonded
 50,000 Sq. Ft. Floorspace
 Fireproof, sprinklered building with private siding on
 the C&NW.
 Labeling and Sorting. Distribution of Pool Cars. House-
 hold Goods Transferred. Refrigerated Truck Service.
 Owners and operators of Wilson Forwarding Co.
 Members of NFWA—MinNWA—AWAM
 Agent for AVL

KNOXVILLE, TENN.

FIREPROOF STORAGE & VAN COMPANY, Inc.
 201-211 Randolph St., Knoxville, Tennessee
 135,000 square feet on Southern Railway tracks.
 Equipped with Automatic Sprinkler
 Insurance at 12c. per \$100.00 Household goods shipments
 per annum. Pool Cars distributed. Prompt remittance
 made.
 MEMBERS American Warehousemen's Ass'n
 PROMPT AND EFFICIENT SERVICE

MEMPHIS, TENN.



S. S. DENT, Owner
General Warehouse Co.
 421 So. Main St.

"Good housekeeping, accurate records,
 Personal Service"
 Located in the center of the Jobbing &
 Wholesale District
 Sprinklered Low Insurance
 Private R. R. siding Perfect service

MEMPHIS, TENN.

Benton T. Grills, Sec'y. & Mgr.

NICKEY WAREHOUSES, INC.
 "Memphis Most Modern Warehouses"
 285-305 West Trigg Ave.
 Merchandise Storage & Pool Car Distribution
 Local Delivery Service
 A.D.T. Burglar and Sprinkler Supervisory Service. Illinois Central, Frisco & Mo.
 Pac. Private rail siding 9 car spot.

MEMPHIS, TENN.

W. H. DEARING, General Manager

John H. Poston Storage Warehouses
 ESTABLISHED 1894
 671 to 679 South Main St.
 Insurance Rate \$1.25 per \$1,000 per Annum Distribution a Specialty.
 Merchandise storage, dependable service, free switching, Local cartage delivery,
 Illinois Central and Cotton Belt Railway tracks, Automatic sprinkler, A.D.T. watchmen.

Personal Notes

P. E. Field has been appointed traffic consultant and coordinator for the Great Lakes area, in charge of the newly opened office of the United States Maritime Commission at Chicago.

Andrew H. Phelps, vice-president in charge of purchases and traffic for the Westinghouse Electric & Mfg. Co., recently received the Westinghouse Order of Merit for exceptional service to the electrical industry and his company in wartime.

The Associated Traffic Clubs, at the 21st annual meeting, St. Louis, Mo., elected the following officers: Fred A. Doebber, traffic manager, Citizens Gas & Coke Utility, Indianapolis, president; John B. Keeler, assistant general traffic mgr., The Koppers Co., Pittsburgh, executive vice-president; A. S. Beery, commercial agent, Railway Express Agency, Chicago, secretary-treasurer.

Fort Wayne Transportation Club held a Victory Banquet in connection with American Week at the Hotel Indiana on Feb. 17, with Ralph A. Blue, presiding. Feature of the meeting was a "bond auction," at which a member of the club matched any bond purchase made by other club members in any sum up to \$10,000. This member's name was withheld at his own request, said Herb Greiser, chairman of arrangements. (Kline.)

Charles E. Spangenberg has been appointed general superintendent of the Keystone Warehouse Co., Buffalo, N. Y. Mr. Spangenberg has been traffic manager. In his new post, he succeeds William J. Bishop, newly elected vice-president. (Toles.)

Appointment of William S. Newell to the board of directors of Mack Trucks, Inc., has been announced by Louis G. Bissell, chairman of the Mack board. Mr. Newell is president of Todd-Bath Iron Shipbuilding Corp. and president of Bath Iron Works.

James E. Wilson, Sr., vice-president-treasurer and general manager, Wilson Warehouse, Inc., Buffalo, N. Y., has been elected to fill a vacancy on the board of directors of the Buffalo Chamber of Commerce. He came to Buffalo in 1917 from Youngstown, Ohio, where he was traffic manager of the Youngstown Chamber of Commerce. For a time he was traffic manager of the Larkin Co., Buffalo, later starting the Larkin Terminal Warehouse, now known as the Wilson Warehouse, Inc. (Toles.)

R. H. Sutherland, contractor of Colfax, Wash., plans to establish a \$90,000 starch mill using the wheat of Palouse country nearby for the purpose. Site for the new mill, it is said, may be obtained from the Great Northern Railroad Co. (Littlejohn.)

Associated with Best Foods, Inc., merchandising in the western distribution division since 1935, F. D. Good-year has recently been named as Northwest district manager. (Littlejohn.)

Col. Albert B. Drake, president Lehigh Warehouse & Transportation Co., Newark, N. J., was one of principal speakers on government sponsored national radio program, March 14. Col. Drake is serving on the Army General Staff.

Henry F. Grady, president, American President Lines, outstanding authority on foreign trade, was guest on American Forum radio program recently, discussing "Reciprocal Trade Agreements." (Gidlow.)

Pacific Coast Transportation Advisory Board met

For Shippers' Convenience, States, Cities and Firms are Arranged Alphabetically

MEMPHIS, TENN.

H. K. HOUSTON, Pres. P. D. HOUSTON, V.P.

UNITED WAREHOUSE & TERMINAL CORP.

Warehouse No. 1 Warehouse No. 2
137 E. Calhoun Ave. 138-40 St. Paul Ave.

Memphis, Tennessee

Storage (Mds.)—Pool Car Distribution—Local delivery service—Office Space. In the heart of the wholesale district and convenient to Rail, Truck and express terminals. Eight car railroad siding—(N.C.&ST.L. and L.&N.)—Reciprocal switching. Represented by Distribution Service, Inc. Member of A.W.A. and N.W.A.

NASHVILLE, TENN.

124 FIRST AVE. N.

BOND, CHADWELL CO.

MERCHANDISE
WAREHOUSE.
RAIL, TRUCK
AND RIVER
TERMINAL.



NASHVILLE, TENN.

521 Eighth Ave., So.

Central Van & Storage Co.

MERCANTILE AND HOUSEHOLD STORAGE
WAREHOUSE STOCK and POOL CAR DISTRIBUTION
Automatic Sprinkler System—Centrally Located

NASHVILLE, TENN.

Nashville Warehousing Co.

P.O. Box 555

GENERAL STORAGE
POOL CAR DISTRIBUTION
FREE SWITCHING—CITY TRUCKING

NASHVILLE, TENN.

ESTABLISHED 1886

THE PRICE-BASS CO.

194-204 Hermitage Ave.

STORAGE

Automatic Sprinklered — Spot Stock and Pool Car Distribution — Private Siding



BEAUMONT, TEXAS

TEXAS STORAGE COMPANY

656 Neches St. Beaumont, Texas



Merchandise and Household Goods
Warehouse, Concrete Construction
30,000 Sq. Ft. Distribution of Pool Cars
Transfer Household Goods
Agent for A.V.L. Member of N.F.W.A.—S.W.A.T.A.

CORPUS CHRISTI, TEXAS

CORPUS CHRISTI WAREHOUSE AND STORAGE COMPANY

Located AT PORT SITE
adjacent to docks NAVIGATION DISTRICT NO. 1

Storage

Distribution

Dryage

MERCHANDISE EXCLUSIVELY

30,400
Sq. Ft.
Sprinklered

Represented by
ALLIED DISTRIBUTION INC.

CHICAGO

Low Insurance Rates

Member: Southwest Warehouse and Transp'n's Ass'n

CORPUS CHRISTI, TEXAS

Robinson Warehouse & Storage Co.

General Offices: 1500 N. Broadway, Corpus Christi

Specialists in

General Merchandise Storage—Pool Car Distribution

Public Bonded Warehouses at Alice, Corpus Christi, Harlingen and Victoria. . . .
Daily and overnight common carrier Motor Freight Service to Houston, San Antonio, Austin, Laredo and Rio Grande Valley, serving all intermediate points.
Expert Handling: Inquiries Invited.

TEXAS

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In Dallas It's Binyon-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION

Our modern centrally located fireproof warehouse is completely equipped to serve you with over 75,000 square feet of merchandise & household goods storage space.

MOVING—STORAGE—PACKING—SHIPPING

BINYON-O'KEEFE
Fireproof Storage Co.
Dallas

Since 1875

Since 1875

Associated with Distribution Service, Inc.

DALLAS, TEXAS

DALLAS TRANSFER AND TERMINAL WAREHOUSE CO.

Second Unit Santa Fe Building, Dallas, Texas

Modern Fireproof Construction—Office, Display, Manufacturers, and Warehouse Space

Operators of the Lone Star Package Car Company (Dallas and Fort Worth Divisions)
H. & N. T. Motor Freight Line
Agents for Allied Van Lines, Inc.
A. W. A., N. P. W. A., American Chain of Warehouses
Southwest Warehouse & Transfermen's Assn. Rotary Club

ESTABLISHED 1875

DALLAS, TEXAS

INTERSTATE-TRINITY WAREHOUSE COMPANY

301 North Market St., Dallas

Merchandise Storage and Distribution
Household Goods Storage, Moving & Packing
Long Distance Hauling

R. E. ABERNATHY, Pres.
J. H. CHILES, Vice-Pres.

Represented by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST. PENN. 6-0967 1525 NEWBERRY AVE. MON. 5531

DALLAS, TEXAS

SPECIALIZING

**MERCHANDISE STORAGE
POOL-CAR DISTRIBUTION**

SERVING THE GREAT SOUTHWEST AREA

EVERY ACCOUNT IS PERSONALLY SUPERVISED BY THE MANAGEMENT

KOON-McNATT STORAGE & TRANSFER CO.
1100 CADIZ ST.

CONTRACT OPERATORS FOR ALL RAIL LINES AND UNIVERSAL CARLOADING & DISTRIBUTING COMPANY

Over 10,000,000 Pounds of Freight Handled Monthly for Dallas Shippers

DALLAS, TEXAS

Merchants Cold Storage of Dallas
Bonded

1,000,000 Cu. Ft. Cold Storage Space
Pool Car Distribution

1301-7 Broom St. — 1917 N. Houston St.
P. O. Box 5088

March 18-19, with G. H. Shafer, president, National Assn., Shippers Advisory Boards, St. Paul, Minn., M. J. Gormley, Assn. American Railroads, Washington, D. C., and J. M. Johnson, ICC Commissioner, as speakers. (Gidlow.)

Chas. C. Wagner, president, California Van & Storage Assn., presided at its annual conference, March 21, at Santa Barbara Biltmore Hotel. (Gidlow.)

California Railroad Commission has appointed committee of eight to investigate state trucking rates. Serving on committee are commissioners, OPA rate experts, and truckers. A sixty-day survey has been started. Commissioner Richard Sachse is chairman. (Gidlow.)

James McVeigh, formerly traffic manager with Pacific Consolidators, Inc., is now in Washington, D. C., as lieutenant in the Air Corps traffic division. (Gidlow.)

Wm. Telken, former traffic manager, Calvert-Seagram Corp., is serving overseas with the American armed forces as lieutenant. (Gidlow.)

James Cronin (brother of famous ball player Joe Cronin), has been made truck supervisor for the 11 western States. (Gidlow.)

Frank Clifford is manager of a San Francisco joint information office under authority of ODT; J. M. Desch, traffic counsellor and tariff publisher, is supervisor. (Gidlow.)

Edward Rodell Miller, 69, retired transportation manager, Northern Transportation Co., Oshkosh, Wis., died Feb. 15 at his home in Fond du Lac, Wis. Mr. Miller was employed by the Northern Transportation Co. for 21 years.—(WTNB).

J. Osmond Albrechtson, 56, associated with Lloyd's American Lines until forced to retire in January because of illness, died March 5 at his home in La Crosse, Wis. He was employed at the Burlington freight office as rate clerk from 1909 until 1914, at the Heilman Brewing Co. as traffic manager from 1914 to 1931 and at the Service Transfer Co. as dispatcher from 1933 to 1942. He joined Lloyd's American Lines last September.—(WTNB).

● The California Railroad Commission has authorized Port Stockton Compress, Inc., Stockton, Cal., to suspend operations to Jan. 31, 1944, as a public utility warehouse for storing and handling cotton, because its warehouses, held under lease from the city of Stockton, have been requisitioned by the Army. The order authorizes the company to resume operations if the Army should vacate the premises before expiration date of the firm's lease with the city.—Herr.

● Pilgrim Wool Co., Inc., 176 Federal St., Boston, Mass., operating a wool processing mill at Manchester, N. H., has purchased plant of U. S. Bobbin & Shuttle Co., at Goffstown, about nine miles from Manchester, consisting of a group of six one-story buildings, aggregating 85,000 sq. ft. of floor space. Company will take possession at once, and will remodel and equip for new mill for sorting and processing of wool and wool substitutes. Present machinery in plant at Manchester will be removed to new location, forming part of equipment to be installed. D. H. Rasmussen, treasurer, is active in project.

● New Haven Tube Bending Co., Inc., 5 Lawrence St., New Haven, Conn., manufacturer, steel tubing, pipe bends, etc., has leased local building at 320 Whalley Ave., owned by New Haven Buick Co., automobile dealer, and will improve and equip for new plant. Proposed to carry out work at once.

EL PASO, TEXAS

"Bankers of Merchandise"
"Service With Security"

International Warehouse Co., Inc.

1601 Magoffin Ave.

El Paso, Texas



Lowest Content Insurance Rate
Fireproof Storage of Household Goods, Auto
& Merchandise. State and Customs Bonded.
Private Trackage—T. & P. and So. Pac. Rys.
Pool Car Distribution—Motor Truck Service.
Incorporated in 1920
Members—NFWA—SWTA—Agent for Allied
Van Lines, Inc.

FORT WORTH, TEXAS

In Fort Worth It's Binyon-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION
Our modern Centrally located fireproof warehouse is completely equipped to serve
you with over 90,000 square feet of merchandise & household goods storage space.
MOVING—STORAGE—PACKING—SHIPPING

Since
1875

BINYON-O'KEEFE
Fireproof Storage Co.

Since
1875

Fort Worth
Associated with Distribution Service, Inc.

FORT WORTH, TEXAS

Agents—ALLIED VAN LINES, INC.

Storage, Cartage, Pool Car Distribution



O. K. Warehouse Co., Inc.

255 W. 15th St., Fort Worth, Tex.

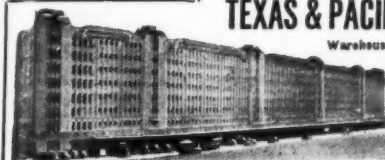


FORT WORTH, TEX.

Member—S.W.A.A.

TEXAS & PACIFIC TERMINAL WAREHOUSE CO.

Warehouses—DALLAS—FT. WORTH



Merchandise Storage
Pool Car Distribution
Office, Display and Ware-
house Space
Branch Office Facilities
Ample room for Automobiles
and Truck parking
LOW INSURANCE RATES

HOUSTON, TEXAS

BINYON-STRICKLAND

WAREHOUSES, INC.

Merchandise Storage — Pool Car Distribution
Centrally Located — Lowest Insurance Rate
Private Siding Southern Pacific Ry. Co.

Goliad & Morin Sts.

Houston

HOUSTON, TEXAS

FEDERAL WAREHOUSE COMPANY

915 N. San Jacinto St.

Houston, Texas

General Merchandise Storage

Pool Car Service

Fireproof Sprinklered Warehouses

Located in the heart of the wholesale district

HOUSTON, TEXAS

Better Warehousing in HOUSTON

We operate a modern low insurance rate warehouse in the center of the wholesale,
jobber, rail and truck terminal district. Most conveniently located for interior
jobbers' trucks; well trained personnel; cooler space.

HOUSTON CENTRAL WAREHOUSE CO.

Commerce and San Jacinto

Houston, Texas

Represented by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 43RD ST. NEW YORK 18 1223 N. WILSON AVE., MONROE

HOUSTON, TEXAS

Houston Terminal Warehouse & Cold Storage Company

General Storage Cold Storage U. S. Custom Bonded

A. D. T. Service

Pool Car Distribution

Office Space

Display Space

Parking Space

Lowest Insurance Rate

New York Representative
Phone PLaza 3-1235

Chicago Representative
Phone Harrison 1496

HOUSTON, TEXAS

PATRICK TRANSFER & STORAGE CO.

Merchandise and Household Goods Storage

Pool Car Distribution

Sprinklered—A.D.T. Watchmen

Shipside and Uptown Warehouses

Operators—Houston Division

Lone Star Package Car Co.



1117 Vine St. Agents for Allied Van Lines, Inc.

Members N.F.W.A.
State and Local Assn.

HOUSTON, TEXAS

MERCHANDISE DISTRIBUTION

COMMERCIAL STORAGE—

OFFICE SPACE — PARKING SPACE

T. P. C. STORAGE & TRANSFER CO., INC.

2301 Commerce Ave.

HOUSTON, TEXAS

W. E. FAIR, Owner and Manager
Established 1901

TEXAS WAREHOUSE COMPANY

Forty-two Years

Under Same Continuous Management

MERCHANDISE EXCLUSIVELY

Pool Car Distribution

Sprinklered Throughout

A.D.T. Supervised Service

HOUSTON, TEXAS

Agent for Allied Van Lines, Inc.

UNION Transfer & Storage Co.

1113 Vine St. P.O. Box 305

Forwarding and Distributing

MERCHANDISE STORAGE

Warehouses Sprinklered Throughout

Supervised by A.D.T. Service.

SERVICE THAT COUNTS



HOUSTON, TEXAS

UNIVERSAL TERMINAL WAREHOUSE CO.

Merchandise Storage — Pool Car Distribution

Sprinklered—A.D.T. Watchmen

— U. S. Customs Bonded —

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New York Representatives:
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BENJ. S. HURWITZ, Pres.

WESTHEIMER
Transfer and Storage Co., Inc.

OVER 50 YEARS IN HOUSTON

Fireproof Warehouses

Merchandise & Household Goods Storage—Pool Car Distribution—

Lift Van Service—20 car lengths of trackage.

Agent for Allied Van Lines, Inc.

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Complete Storage and Distribution Service

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BONDED FIREPROOF

POOL CAR DISTRIBUTORS
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Dependable Service Since 1913

TEXAS—UTAH—VIRGINIA

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CARTAGE.



DISTRIBUTION
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CENTRAL WAREHOUSE

Fireproof Sprinklered
Insurance rate 18c. Merchandise Storage. Pool Car Distribution.



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Over 1,000,000 cubic feet reinforced Concrete Sprinklered Space
Insurance Rate 11 Cents

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"This is the Place"

FOR BETTER SERVICE
SECURITY STORAGE & COMMISSION CO.

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Over 37 Years' Experience

Merchandise Warehousing - Distribution
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72,000 sq. ft. space. Reinforced concrete and brick. Dignified, accessible, and central location. U.P. spur with free switching from or to other lines. P-U&D service rail or truck. Systematic delivery service twice daily. 90% Co-ins. rate 19¢ per \$100.00. A.D.T. automatic burglar and fire protection. Office and desk space available.

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HOUSEHOLD AUTOMOBILE STORAGE MERCHANDISE

NEW-BELL STORAGE CORPORATION

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MODERN SPRINKLER EQUIPPED WAREHOUSE
50,000 SQUARE FEET PRIVATE RAIL SIDING
Lowest Insurance Rate in Norfolk. Pool Car Distribution
WE SPECIALIZE IN MERCHANDISE STORAGE
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AGENTS AERO MAYFLOWER TRANSIT COMPANY
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Serving—Va. Beach, Ft. Monroe, Newport News, Williamsburg and Tidewater Virginia.

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Norfolk's Finest Fireproof Furniture Warehouse
Motor Van & Lift Van Service
Collections — Distribution

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For economical storage and distribution you will want to know more about our individualized services. Our fireproof warehouses are in the Southgate Terminal, on the waterfront and in the center of Norfolk's wholesale district. Served by all rail, water and motor lines.

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Three Fireproof Storage Warehouses—310,000 Cubic Feet Floor Space—Automatic Sprinkler System—Low Insurance Rates—Careful Attention to Storage—Packing and Shipping of Household Goods—Private Railroad Siding—Pool Car Distribution—Motor Van Service to All States—Freight Truck Lines.

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Local and Long Distance Movements
ESTABLISHED 1897

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INSURANCE RATES 20c PER \$100 PER YEAR

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Finance and Storage
Pool Car Distributors
General Merchandise Storage
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ROANOKE, VA.

ROANOKE PUBLIC WAREHOUSE

Capacity 500 Cars

Private Railroad Siding



Automatic Sprinkler

Accurate Accounting

We make a Specialty of Storage and Pool Car Distribution
for Agents, Brokers and General Merchandise Houses.
Member of American Chain of Warehouses

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A. A. STAR TRANSFER CO., Inc.
321 W. STATE ST.
Merchandise & Household Goods Storage



Private siding. Pool car distribution. Consign
shipments via any railroad. Open yard storage.
Long distance moving.

Member of A.W.A.—May.W.A.



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EYRES TRANSFER & WAREHOUSE CO.

A Seattle Institution—54 years of outstanding service

Cartage — Distribution — Storage
Highest financial rating; new fireproof, A.D.T. sprinklered
buildings; lowest insurance rate (10.2c); modern equipment.
"The Shippers' Open Door to Alaska and the Orient"

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LET LYON GUARD YOUR GOODS



Carload
Distributors

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2331 N. W. Westlake Rd. 2030 Dexter Ave.
Walter Holmgren, Mgr. Oscar McLean, Mgr.

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J. R. GOODFELLOW, Pres.

OLYMPIC WAREHOUSE & COLD STORAGE CO.

MERCHANDISE STORAGE & DISTRIBUTION

1203 Western Avenue Seattle, Wash.
Cold Storage — Dry Storage — Rentals — Pool Car Distribution — Office Rentals
Fireproof, brick const.; Sprinkler system; Insurance rate: 12.5c. Siding connects
with all rail lines.
Bonded U. S. Customs; State License No. 2.
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Warehousemen & Distributors of
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Office and Desk Space—Low Insurance Rates
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Warehouse & Transfer Co., Inc.**

Free switching service—Low insurance rates—A.D.T. Service,
Associated with leading warehouses through
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Past graduates in moving personnel!

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Exclusive agent for Mayflower vana. Seattle's finest, most modern
warehouse for the handling of household goods and personal
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**The SPOKANE TRANSFER &
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THE INLAND EMPIRE'S LARGEST DISTRIBUTORS
MEMBERS: AWA-ACW-WSWA

Buy War Bonds

**290 Candidates for Ratings
In Lake Carriers' Courses**

Total of 290 candidates for ratings enrolled in the
27th annual Lake Carriers' Assn. classes in navigation
and marine engineering, setting a new record for
attendance, as compared with the former high of 255
in 1942. Enrollments continued for some time after
classes began on Jan. 4, since some men were kept late
on ships for lay-up and repair work. The teaching
staffs, headed by Capt. John C. Murray and David
Gaehr at Cleveland, Capt. George R. Manuel at Port
Huron, and Chief Ralph Britz at Marine City, Mich.,
put in an unusual amount of hard work, giving per-
sonal instruction to men who missed early sessions.
There were 197 in engineering classes and 93 studying
navigation, the latter total being behind 1942. Instruc-
tion of candidates for ratings as junior officers of
advancement up the ladder to master, or chief engineer,
is practically completed (2-16), and the men are now
writing the government examinations, which require
around a week.

For Shippers' Convenience, States, Cities and Firms are Arranged Alphabetically

TACOMA, WASH.

Pacific Storage and Transfer Co.
Drayage Storage Distribution



Forward Stop in Transit and Pool Cars
In Our Care
Located in Center of Wholesale District
Nearest Distributing Point
(To) Fort Lewis, Camp Murray, McChord Field
Member AWA-ACW-Wash. State Assn.

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TERMINAL WAREHOUSES, INC.

MDSE. WAREHOUSING and DISTRIBUTION
Concrete and Steel Warehouse located on N.P.R.R.
Tracks. Close to all Railway and Motor Freight
Terminals. Special Lockers for Salesmen's Samples.
Swift and Frequent Service to Fort Lewis, McChord
Field and Bremerton Navy Yard
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Every facility for you and your patrons'
convenience to secure your share of this
Five Hundred Million Dollar market is
available through

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WISCONSIN

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—Owner, G. H. Buchert Established 1894

BUCHERT TRANSFER LINE
500 North Superior St.
Merchandise and Household Goods Storage
Pool Car Distribution
Motor Freight Terminal for
Royal Transit Inc., Pope Bros. R. T. C.,
Wesley Freight Line, Steffe Freight Line
Chicago Northwestern siding, free switching
Member May.W.A.

APPLETON, WIS.

Owner, Harry H. Long Est. 1920

HARRY H. LONG MOVING & STORAGE
MERCHANDISE - HOUSEHOLD GOODS - MOTOR FREIGHT
Pool Car Distribution Sales Representation
Brick building equipped for economical storage and
distribution. Reached by C&NW—Soo-OM&STP.
Motor Freight Terminal Members of WisWA—N.F.W.A.
115 So. Walnut St.

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Established 1903

LEICHT TRANSFER AND STORAGE CO.
121 South Broadway
Merchandise Distributors and Household Goods
Forwarders.
Haulers of Cement and Contractors Equipment and Heavy Machinery
to All Points.
U. S. Customs, Warehouse, State and Public Bonded.
Waterfront Facilities: Private Siding CMSTP&P—C&NW—GB&W
Reciprocal Switching. Wood Pulp a Specialty. Pool Car Distribution.
Members of MayWA—WisWA

GREEN BAY, WIS.

Established 1911

PETERS TRANSFER & STORAGE COMPANY
221 Phoebe Street, Green Bay, Wisconsin
**MERCHANDISE & HOUSEHOLD
GOODS STORAGE**
Pool Car Distribution
Private siding. G.B. & W. R.R. Reciprocal Switching
Member AWI NFWA

MADISON, WIS.

LOW INSURANCE RATE

**CENTRAL
STORAGE AND WAREHOUSE COMPANY**
COLD STORAGE
DRY STORAGE
FREEZER STORAGE
612 W. Main St.

MADISON, WIS.

Established 1888

Reynolds Transfer & Storage Co.
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Distribution
Haulers of Contractor's Equipment and Heavy Machinery to all points.
Private Siding Chicago & Northwestern R. R.
Reciprocal switching
Agent Greyvan Lines

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MILWAUKEE'S ONLY DOCK WAREHOUSE
ON JOINT TRACKS CMSTP&PRR AND C&NWRY
647 W. VIRGINIA ST. MILWAUKEE, WIS.
— UNEXCELLED —
WAREHOUSING AND DISTRIBUTION FACILITIES
POOL CAR DISTRIBUTION STORAGE IN TRANSIT
— SPECIAL —
FACILITIES FOR DRUMMING BULK OILS FROM
TANK CARS
Represented by
DISTRIBUTION SERVICE, INC.
New York—Chicago—San Francisco

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ESTABLISHED 36 YEARS

**HANSEN
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Largest in Wisconsin
18 Warehouses
A.D.T. Service
Specializing in—
Merchandise Distribu-
tion and Complete Branch House Services
TRACK CAPACITY FOR 50 CARLOADS
DEPENDABLE EXPERT QUICK SERVICE

850 Foot Dock

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LINCOLN
FIREPROOF WAREHOUSE CO.
WAREHOUSE SERVICE RAILROAD SIDINGS
OF EVERY DESCRIPTION AND DOCKING FACILITIES
LOCATED IN HEART OF BUSINESS DISTRICT
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Milwaukee's most modern and best located Waterfront Warehouse.
Automobile storage. Warehousing on unit basis for spot stocks. Storage
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Member
— STATE BONDED —
EVERY CONCEIVABLE
WAREHOUSE & DISTRIBUTION
SERVICE AFFORDED
A.D.T. Service
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Cooler, Freezer and General Merchandise Storage
Deep Water Dock, Private Siding
on C.M.St.P. & P. R.R.

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SHEBOYGAN
Warehouse & Forwarding Co.
A Merchants & Manufacturers Warehouse
11th and Illinois Ave. Sheboygan, Wis.
Member of May. W.A. Wis. W.A.

LEGISLATION . . .

More than 21 separate bills that affect your business have been introduced in Congress recently. Some of them are listed on page 44 of this issue.

Colorado Carriers Elect R. S. McIlvaine at Denver

Speakers told 400 members of the Colorado Motor Carriers Assn. that the motor carrier industry can be preserved for the duration only by the industry itself, at the fourth annual convention of the organization held in Denver, recently. This warning was issued particularly by John Garrett Scott, counsel of the Office of Defense Transportation, Washington, D. C.

"As I see it," he said, "the field which now holds out the greatest hope for additional mileage savings is that of joint action between carriers. The invitation to explore this field has been contained in ODT orders, but I have been greatly disappointed at the small number of plans which the property carriers of the country have submitted. At a time when we must all get together in order to survive, we find ourselves held back by our conceptions gained in days gone by, that no competitor can do any good and that all of them are scoundrels. Unless this inborn suspicion and distrust is forgotten all of you may fall into a quagmire from which nothing can extricate you."

Scott urged greater use of the joint information offices established by ODT for the purpose of helping carriers of all classes to comply with maximum load requirements of ODT orders.

Routing and dispatching of motor truck traffic may have to be taken over by the government unless there is more voluntary cooperation with ODT in the interchange of information among carriers as a means of reducing the empty mileage, Scott warned.

Scott recommended stiff action to force state utilities departments and similar state agencies to break down those state barriers dealing with weights and sizes for the duration. He said this should be done even if "our highways are to be made expendable, keeping in mind that after the war they can be rehabilitated." If the states do not break down their barriers to speed up war transportation by motor carriers it may be necessary for the President to issue an executive order automatically suspending weight and size barriers at state lines, he said.

J. H. Hanna, automotive specialist, WPB, said that even though his agency is set up to expedite demands for replacement parts, carrier operators would have to resort to their own initiative to find parts, if not with the dealer in new parts, perhaps in the junk yards.

R. L. McIlvaine of Denver was elected president of the Colorado Motor Carriers association for the ensuing year. Other officers are: J. B. Montgomery, Denver, vice president, and E. Roberts Bakers, Denver, secretary-treasurer. Named to the board of directors were: Lou Gerding, Elis Nelson, Charles Finkbeiner, J. R. Arnold, Elton Cooley, Ted James, Laurence Cohen, S. A. Markley, R. B. Wilson, E. E. Wright and A. J. Fregeau, all of Denver, and Mark Yockey, Boulder; Joe Chapman, Canon City; Rodney Capron, Greeley; Vane Golden, Longmont; C. H. Capron, Greeley; Carroll Nelson, Colorado Springs, and H. M. Jessup of Elbert. —Alexander.

United Distillers of America, Ltd., 2700 Wilmarco Ave., Baltimore, Md., operating whiskey distilleries, has contracted with Government for construction and operation of new commercial alcohol plant in Illinois, exact location not announced. It will comprise several build-

TORONTO, ONT.

M. A. RAWLINSON, Pres. & Gen. Mgr.

M. RAWLINSON, Ltd.

Established 1885

610 YONGE ST.

Seven Buildings to Meet All Requirements for Modern Storage and Distribution
Customs Bonded, Pool Car Distribution, Household Goods Moved, Packed, Shipped and Stored.
Members of CanS&T—NFWA—BAIFR—FWRA—TC&W—ALLIED VAN LINES

TORONTO, ONTARIO

TERMINAL WAREHOUSES LIMITED

Located on Toronto's Harbour Front in the heart of Industrial Ontario

COMPLETE MODERN STORAGE AND DISTRIBUTION FACILITIES

Dry Storage Cold Storage Bonded Storage
Office and Light Manufacturing Space Lowest Insurance
Field Warehousing

MONTREAL, QUE.



St. Lawrence Warehouse Inc.

1-VAN HORNE AVENUE, MONTREAL, CANADA
200,000 SQ. FT. OF MODERN FIREPROOF SPACE
LOCATED IN THE EXACT CENTER OF THE CITY
OF MONTREAL

Canadian Customs Bond, Private Siding—& Car
Capacity—Free Switching—All Railroad Connections
New York Representative: Frank J. Tully
227 Broadway, New York City. Telephone Worth 2-0428

MONTREAL, QUEBEC

Established 1903

W. G. KENWOOD, Pres. & Man. Dir.

Westmount Transfer & Storage Ltd.

205 Olivier Ave., Westmount, P. Q.

LOCAL AND LONG DISTANCE MOVERS

Private Room System for Storage

CRATING, PACKING and SHIPPING

Charges Collected and Promptly Remitted

Member: N. F. W. A., C. S. & T. A.

ings. No estimate of cost given. Financing will be provided by Defense Plant Corp., Washington, D. C.

Schiavone-Bonomo Corp., foot of Jersey Ave., Jersey City, N. J., operating processing plants for iron and steel scrap, is having plans prepared for new branch works on East Meadow St., Stamford, Conn., reported to cost over \$25,000, with equipment. Richard V. Bonomo is secretary and plant manager.

Universal Corp., 2100 North Harwood St., Dallas, Tex., manufacturer, metal building products, has plans nearing completion for new plant on local site at Denton Dr. and Maple St., where tract of five acres of land has been secured. It will comprise two main one-story structures, about 100 x 435 ft. and 100 x 107 ft., respectively, with auxiliary buildings. Cost reported over \$150,000.

General Aircraft Corp., 43-02 Ditmars Blvd., Long Island City, N. Y., manufacturer, airplane parts, has leased one-story industrial building at 34th Ave. and 70th St., Jackson Heights, previously used for garage service, totaling about 22,000 sq. ft. of floor space, and will improve and equip for expansion.

General Refractories Co., Real Estate Trust Bldg., Philadelphia, Pa., manufacturer, fire bricks and refractory shapes, has acquired tract of land at Troup, Tex., and is reported planning early construction of new plant at that place. It will replace a works at Malakoff, Tex., destroyed by fire several weeks ago. New plant will be equipped for large capacity.

Penetone Corp., 60 York St., Brooklyn, N. Y., manufacturer, chemical specialties, cleaning compounds, etc., has purchased plant of Clensel Products, Inc., 74 Hudson St., Tenefly, N. J., consisting of a two-story building on site about 95 x 215 ft., and will equip and occupy for new factory. It is said that present plant at Brooklyn will be removed to new location.

Motor Carriers Seeking Permits To Operate Own Air Cargo Planes

(Continued from page 14)

The Denver-Chicago organization seeks permission to operate an air cargo line over established commercial routes between Chicago and the Pacific Coast.

The Dillner company, whose application is particularly detailed, proposes to charter, lease or purchase two suitable cargo airplanes capable of carrying five net tons payload, and two similar planes with a capacity of 10 net tons. "It is also proposed to develop and put into service six gliders capable of carrying two or three net tons each. These gliders will be towed and cut off in flight to serve small loads to such airports as require that kind of service.

"The packing, handling and transportation of household goods is a unique branch of the freight transportation business, which has been practically abandoned by the railroads, as they now require that

all such shipments be fully crated for shipment," the application states. "The company proposes to handle household goods uncrated in the same manner as now hauled in furniture vans. However, there will also be a small movement of crated articles, especially small breakable pieces, drapes, etc. The basis for assessing minimum charge will be for a distance of 200 miles on all traffic. Flights of less than 200 miles will be discouraged."

Several other interstate trucking firms are understood to be considering air cargo routes, in conjunction with their roadway operating rights. Inability to acquire planes of sufficient capacity at this time may hamper these plans, but the end of the war will bring a great development of air cargo, airline officials and traffic men agree.

Denies Coast Bottleneck

(Continued from page 14)

slowing down over week-ends because "certain warehouses, industries and shippers have not started to work Saturdays, Sundays and holidays." Manpower shortage is the chief bottleneck here.

San Francisco is studying the possibility of using a permit system for trucks such as was tried in New York. Its success there was questionable, Mr. Marias says, but he believes it might work here. Truckmen would telephone for a permit, which would be granted and time of delivery would be allocated, obviating lineups on the docks. Eugene Paton, secretary of the longshore union, has suggested a central dispatch system for trucks.

The California Railroad Commission and the Bay Area Maritime Committee are both active on surveys to anticipate congestion, especially now that San Francisco may expect increased shipping as food and war materials move through this port for the Pacific war area. Auxiliary use of Stockton and Sacramento ports has been suggested. Mr. Marias approves this use, and further recommends that barge transportation be used wherever feasible.

One of the problems on the San Francisco waterfront is the acute shortage of longshoremen, placed at 1200. About an equal number of terminal, warehouse and similar employees are also needed. —Gidlow.

FREIGHT CARS: A routing plan expected to insure more orderly and efficient handling of the present heavy eastbound movement of empty freight cars has been inaugurated by the car service division Assn. of American Railroads in cooperation with ODT.

Shippers Fear Fuel Shortage

(Continued from page 15)

He believed the railroads have not the capacity to handle the tonnage New England must have next winter, and that more steamers are an absolute necessity. If manpower in the mines is not available, "before long it will be very difficult to meet 600,000,000 tons of bituminous coal for the country for this year," he said.

June C. Richdale, chairman, New England States Liquid Fuel Administration, also discussing the fuel outlook, said industrial conversion from oil to coal will probably reach an equivalent of 15,000,000 barrels by fall. "I think the major portion of this bunker oil has gone forever, he declared.

W. C. Kendall, chairman, Car Service Division, speaking of general transportation conditions said, "the situation is not as good as we should like to have it. There is a danger, he said, that we shall not have enough open-top or flat cars. The volume of ton-miles has doubled over a span of three years."

The following general officers were elected: W. H. Day, transportation bureau, Boston Chamber of Commerce, general chairman; F. J. Gill, Oxford Paper Co., Portland, Me., general secretary; L. M. Ross, 420 South Station,

Boston, field secretary.—Welling-ton.

SAE Meetings . . .

(Continued from page 15)

Materiel Meeting, June 9 and 10, Book Cadillac Hotel, Detroit. West Coast Transportation & Maintenance Meeting, August, San Francisco. National Tractor Meeting, Sept. 23 and 24, Schroeder Hotel, Milwaukee. National Aircraft Engineering and Production Meeting, Sept. 30-Oct. 2, Biltmore Hotel, Los Angeles. National Fuels and Lubricants Meeting, October, Tulsa, Okla. War Materiel Meeting, November, Cleveland. Air Cargo Meeting, December, Chicago.

Trailer Keeps 'Em Flying



• • • This 30-ft. Fruehauf truck-trailer makes a tremendous billboard that is always on the move. The equipment, owned by R. E. Dieckbrader, Cincinnati, O., is prominent on the highways in that part of the state. The trailer is painted in natural colors even to the camouflage on the plane, and the true colors of the eagle.